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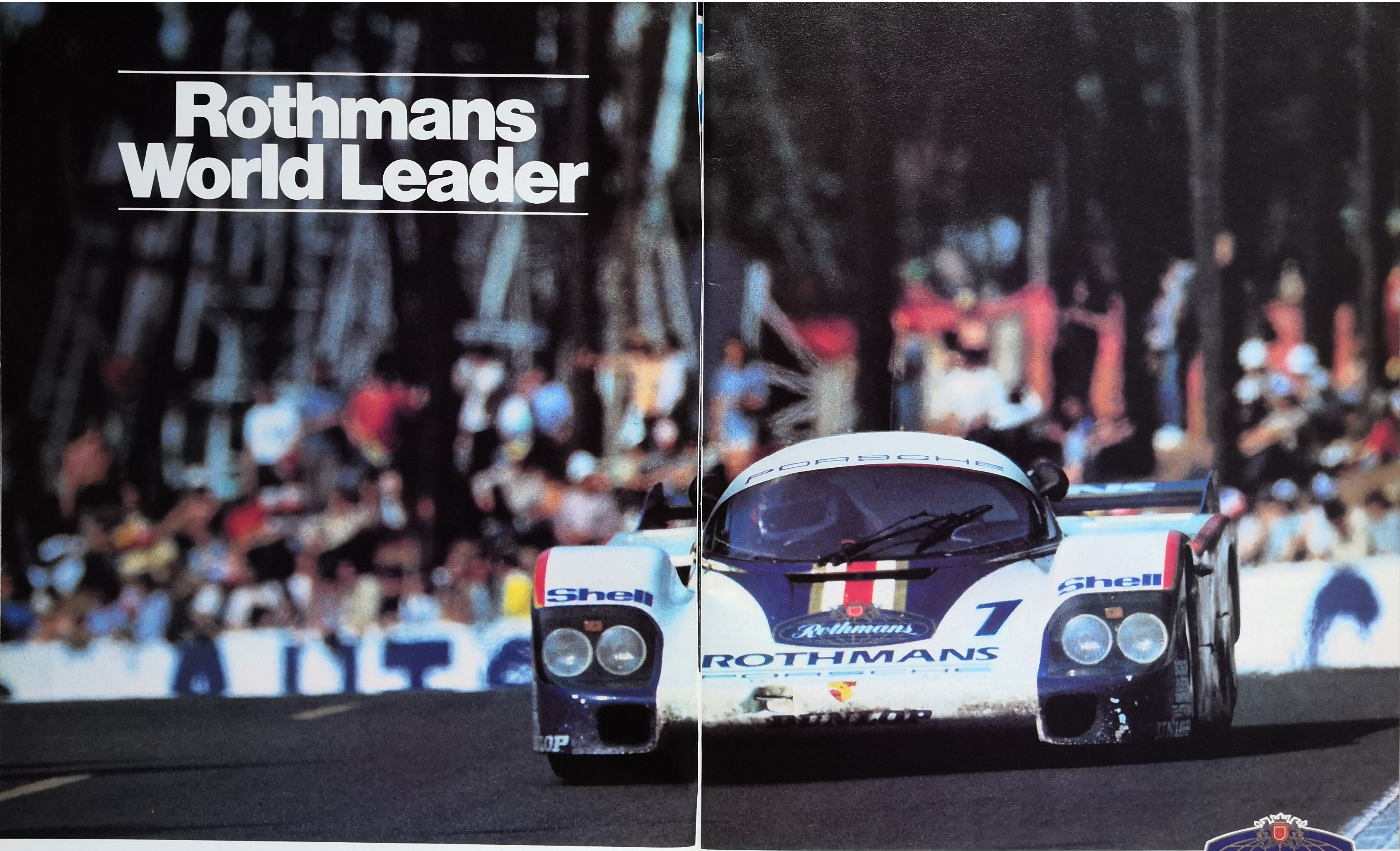
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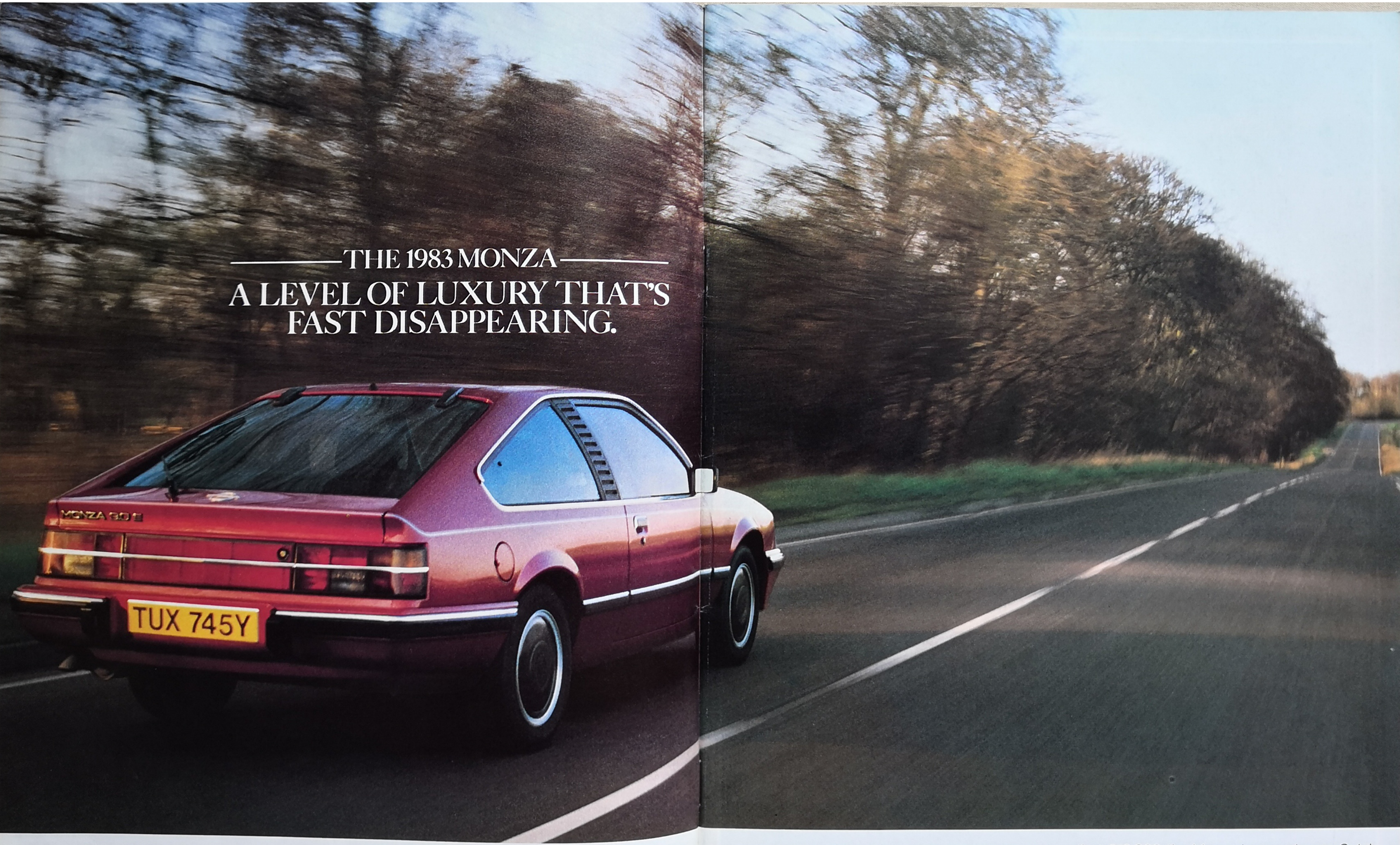

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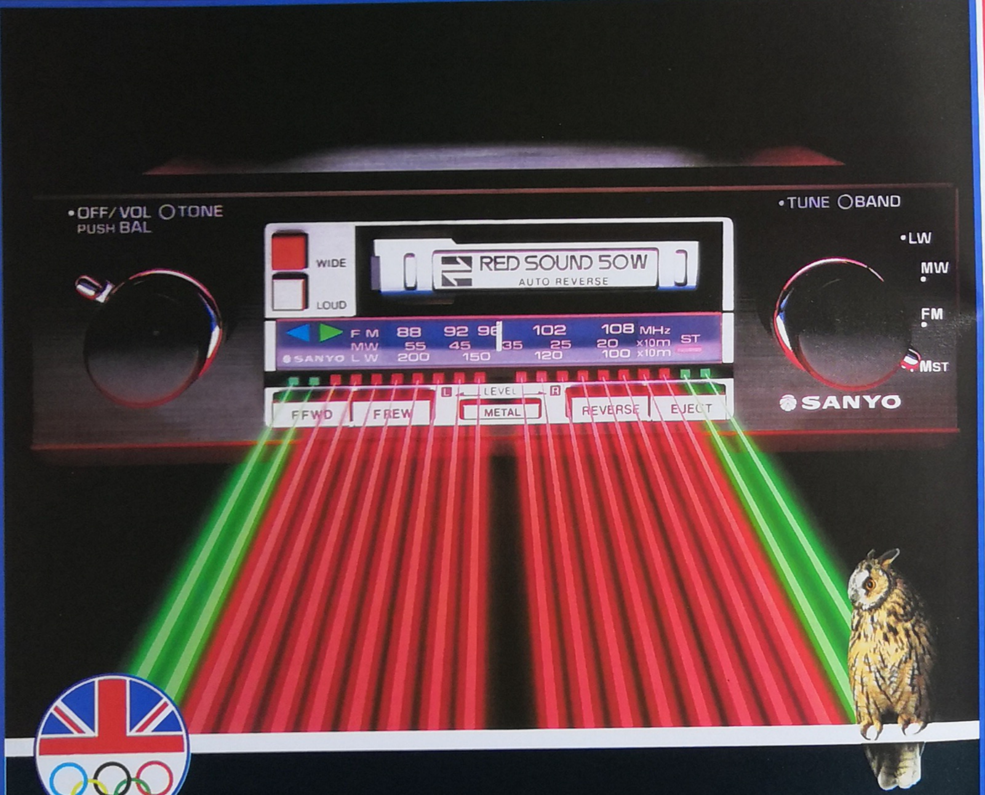

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AREL 2

Grand·Prix INTERNATIONAL

IN THIS ISSUE

Cover photo: Bernard Asset

PAGE 14

PADDOCK NOTES FROM SILVERSTONE

PAGE 18

THE CONQUEROR

A no-problem trumph for Alain Prost, but despite polishing off the Brabhams and Ferraris with ease, no real joy was visible. By way of contrast, John Watson and Roberto Guerrero offer the inside stories of their races and Keke Rosberg's column, as always, tells all.

PAGE 22

PRACTICE

It was an all-red front line thanks to Arnoux and Tambay; behind came the Renault engine with Prost and de Angelis and then an all-Brabham third row: things were tight on a grid composed in a heat almost unknown in England.

N° 67 (GERMANY-AUSTRIA) WILL BE ON SALE ON AUGUST 17 1983

PAGE 24

THE RACE

The Ferraris took up the running, but when their tyres began to wear, dropped back. Prost was unbeatable and Piquet took advantage of the relative weakness of Goodyear to hoist himself into second place. For the British public, the real feat was Mansell's: a fine fourth place after hardly having practiced at all.

PAGE 28

RACE STATISTICS AND LAP CHART

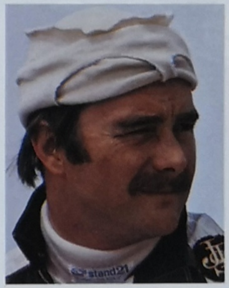
PAGE 30

EXTRA EXTRA

The new was sprouting all over at Silverstone: a kevlar Ferrari, a reinvigorated and Frenchified Lotus, a championship debut by the Spirit Honda and an unsuccessful assault on F.1 by young Kenny Acheson; to round it off, Nelson Piquet's second place brought Brabham back into the reckoning.

PAGE 36

THE ISLE OF MANSELL



Very British, discreet and polite, Mansell has grown up in the shadow of Lotus. GPI went to visit him in his hideaway on the Isle of Man at the moment when his career, thanks to the arrival of Ducarouge and the Renault engine, seems about to take off.

PAGE 42

POST CARD FROM SILVERSTONE

PAGE 44

SILVERSTONE IN PICTURES

The most beautiful pictures from the meeting.

PAGE 64

ONE MAN BAND

Tony's Southgate's F.1 career is a long one and his first claims to glory go back to the grand old days of BRM. Since then, however, the talented designer has fallen from Charybidis to Scylla, from small teams to yet smaller and uncompetitive teams. As the new Osella, created by him in solitude, is unveiled, one free-lance Englishman sums up his career.

PAGE 70

TECHNIQUE: THE FERRARI 126C3

The new kevlar Ferrari is analysed, the evolution of all the turbo-charged Ferrari 126C's is recalled and a number of fascinating details described: all in Giorgio Piola's drawings.

PAGE 72

COCKPITS

Our traditional review of the state of the art, with a substantial number of 'novelties' devised during the four-week break betwen Grands Prix.

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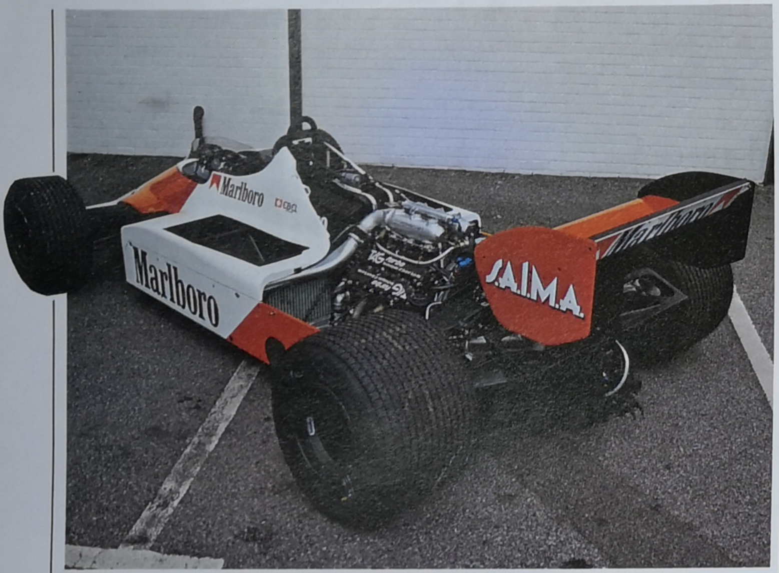


CONFUSION IN THE SMOKE

Far be it from us to criticise the tobacco sponsor who helped to make our work as simple as possible at Silverstone last week, but sometimes the international Press contingent would be happier if Marlboro was as explicit about its sponsored team's activities as it is about its sponsored events.

It is now recognised that official announcements about Marlboro teams and drivers are always made weeks or even months after they've been fully reported in the media, but we think that our filter tip friends in Lausanne should encourage their red and white men at McLaren International to let us have at least some information about that most exciting of F1 projects, the Anglo-German Marlboro McLaren with its TAG Porsche turbo engine.

Asked about the likely date of the new turbocar's first race, John Watson told a Michelin press conference in London on July 13 that he had got himself into trouble with the management for some earlier comments he'd made on the subject: he suggested we talk instead to someone with more authority. We tried...

Our research suggests that McLaren International's directors presently find themselves on the horns of a painful dilemma. The goodwill generated by the team's splendid 1-2 result at Long Beach is being dissipated by a spate of poor practice results and—which is even more serious—some disappointing races. Before Silverstone, for example, Niki Lauda hadn't scored a single world championship point in the six GPs since he finished 2nd to Watson in California.

In theory, therefore, there is nothing for McLaren to lose if it las decided to start racing the TAG turbo engine immediately. Unfortunately not only is the engine in short supply, but the chassis into which it's currently fitted is a "hack" version of the existing MP4, for which it wasn't designed. It's difficult to believe now that when McLaren announced the link with Porsche in December 1981, Ron Dennis confidently told us that he expected to have the engine ready to race in a purpose-built chassis in time for the start of the 1983 season.

One piece of information which McLaren can't hide is that their turbocar will be tested (probably by John Watson) at Silverstone in the week after the Grand Prix. We wish the project every success, especially since the TAG engine is due to be put on sale in due course, and there must be several teams whose owners who are just as anxious as we are to know when it will be available. You don't have to be so secretive, Mr Dennis... remember, we're all on the same side!

FOLIE DE GRANDEUR

In English, getting too big for your boots. Racegoers will be familiar with the armbands worn by the international press getting into all the areas from which spectators are excluded. Well, the international press just got a nasty surprise when its organizaton, IRPA, received a bill for 58,500 francs for supplying the same from Jean-Marie Balestre's FISA (Remember him? He used to figure prominently in these pages, but has been lying low lately.) The trouble is, IRPA's own armbands, of much finer leather, used to cost one-third that, and £30 a crack for a slip of leather seems a high price. Maybe it's like driver fines, something you charge when the kitty needs topping up.

JEAN-CHARLES LAURENS

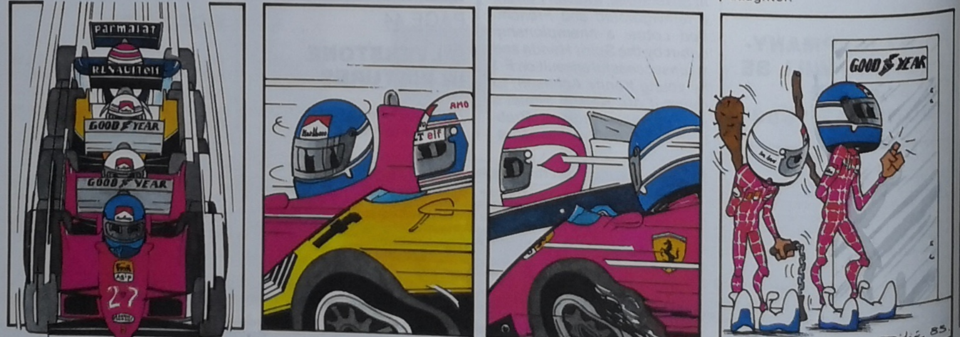
The sad news has reached us that Jean-Charles Laurens, France's "voice of motorsport," died suddenly on July 1, only a few hours before he was due behind the microphone at a production car race at Croix-en-Ternois.

As a professional motor racing commentator for almost 16 years, the deep, authoritative voice of Jean-Charles was an integral part of French racing. He was famous for his "marathons," the 24 hour races at Spa and, particularly, Le Mans, where for periods of 30 hours or more he would take only brief periods of rest.

Jean-Charles had also worked in Canada and in England, where he joined the local commentators at the British GP to keep French spectators "au fait" with the latest developments.

The professionalism of Jean-Charles often saved the day of colleagues who needed information about drivers and races from his impeccably-kept files of material. As a link between the actors on the stage (the drivers who all respected him) and the great public, he is irreplaceable.

Our sympathy goes to his wife, Bernadette, and their baby daughter.



QUITTING F1?

The six and a half seconds which separated the fastest car from the slowest on the grid at Silverstone may not have been the widest margin to have been established in F1 qualifying this year (*vide* Spa and Detroit), but it served to underline dramatically the hopeless situation now confronting non-turbo teams for 1984.

As explained elsewhere in this issue of GPI, Enzo Osella recognises that he must produce some positive results very soon to secure the Alfa Romeo turbo engines that he will need if his team is to continue in F1. Meanwhile Morris Nunn of Theodore/Ensign has also been to Italy in an attempt to persuade Alfa Romeo to let him have turbo V8s.

Nunn is already facing the reality of a situation which may force him out of F1 after eleven often difficult seasons. Earlier this year he built two F1-based Theodore chassis for the Texaco-sponsored Cotter/Bignotti Indy-car team which went on to win the '500', albeit with March-built cars. Now he's hoping to persuade his American customer to race the Theodore Indy-car with a view to generating future sales in the USA: immediately after the Silverstone race he was due to fly to America with two mechanics and his driver Roberto Guerrero to test the still unraced car at the Elkhart Lake circuit prior to the CART race there on July 24.

Also facing reality is the other Theodore driver, Johnny Cecotto. While his team chief denies reports of a split with Theodore "godfather" Teddy Yip, Cecotto (whose rather tired car failed to qualify at Silverstone) has been talking to the ATS team, whose third chassis is expected to be ready in time to enable the German-owned team to race two cars at Hockenheim in three weeks' time.

Teddy Yip meanwhile was at Silverstone in a van curiously resembling a Victorian pantechnicon: rather down-market for a man of Teddy's flair. He was substantially preoccupied with dandling his latest baby son (he told us he had 369 others, which we fervently hoped was a joke). and would only say of his doubtful future in Formula One that he was somewhat weary of pouring good money after bad results and that without a turbo life was hopeless anyway.

Elsewhere on the so-called 'minnow' front, there is at least some good news, in that the future of the RAM-March team has been secured, for the time being at least, by a cash injection from the RMC construction group, sponsor of Ulsterman Kenny Acheson from his Formula Ford days right into F1. RAM boss John Macdonald admits that his plans for 1984 are still unsettled, but he doesn't discount the possibility of re-aligning his team with Robin Herd's separate March Engineering company, which will have BMW turbo engines for F-1 in 1984 and Indy hero Teo Fabi as its driver.

The best news of the week for the minor teams which are still looking for turbos is that there is a strong possibility of Alfa Romeo making turbo V8s available to anyone who can afford them in 1984. With a view to undertaking the servicing and rebuilding of the Italian engines, Keith Duckworth of Cosworth has recently visited Dr Massacesi, President of Alfa. If the wizard of the famous V8 recognises that his engine really has reached the end of the road, it must surely be time for his customers to do the same...

FAIRYLAND

Silverstone was, as usual, something of a happening: the Woodstock of the motor car. Like the rest of the 100,000 plus who found themselves stuck in the kind of heat to which the British are unaccustomed, the sort that curries the brain and makes dreamwalkers of motorists, we were stuck in the 20-kilometre queues which congest the country lanes in the heart of rural Bucks. Did we have any nostalgia for the *Autobahn* junctions which ring Hochenheim or the French *Gendarmerie* at Ricard, pistol at the hip, making sure we all did what the state expected of us? Not at all. There was something reassuring about one shirt-sleeved bobby on duty at the entrance to the track desultorily waving the traffic in and out as though he didn't much care whether or not we made it for the start of the race. It made us reflect on the tranquil, almost prehistoric, quite arcadian aspects of the race at Silverstone.

It is not that Silverstone, as a circuit, is old-fashioned. Far from it. In many respects it is as ultra-modern as it is conscious of its own history and that of the British Grand Prix, with all its memories, enshrined there. For safety, it must be without parallel: vast run-off areas, acres of catch fencing, splendid marshalls, a first-rate medical unit. But the old-fashioned aspects survive. To start with, in its sheer, startling speed. We who are now accustomed, thanks to the inventiveness of FOCA in devising circuits where none have existed before, to the awkward constraints of the tiny and the tight, are suddenly faced, at Silverstone, with the wide open spaces, with wind and sun not unlike Ricard, and much of the rest of the season's circuits suddenly appear to be like a fat lady trying to fit into an Edwardian wasp-waisted corset.

Let us not pretend that it is a perfect circuit: it has as many defects as virtues, not the least of which are its communications—not merely access but also telephones, telexes and so on—but it is a perfect example of its *kind*, and that kind has the particular virtue of recalling the past of the sport.

And it struck us then that its virtues, like its defects, are characteristically English, reminding us that few nations have had so long or so pronounced a love affair with the car, with order, with discipline, with compromise, with the idea of sport as a game. Thus then we went strolling around the circuit many hours after practice and after the race, it was astonishing to see the order and the good humour of Silverstone's public. It does not lack its share of beer-swilling, heavy-gutted rowdies, but it lacks the violence our memories associate with Watkins Glen, the dementia of Monza. It showed us, instead, an orderly, disciplined enthusiasm, a connoisseurship which does it proud. Not only was Formula One followed with passion and knowledge, but so was every aspect of the automobile world on which our sport rests. No security guards harassed the public; gate-crashers were dealt with apologetically, as though the men at the gates understood how natural it was that those who hadn't paid enough still wanted, desperately, to wander about paddock or pits. Even in those huge, snaking queues which are the bane of the place, the atmosphere, in spite of the heat, was good-natured.

No, we were struck by the *bonhomie* of the whole event: as we were by the luxuriance of the countryside, the ancient villages so carefully tended, the gardens, the improvisations to stay cool, the friendliness; and so we hope, that however much our sport seeks to outpace the century in its search for the spectacular and the profitable, places like Silverstone will survive and flourish. They are of that rare sort where place and people combine to create something more than either could provide alone.

GPI

The paddock in Silverstone

NON! TO A GP IN PARIS

French politics appear to have overtaken the Grand Prix of Paris, which was provisionally scheduled for a date next August. President Mitterand has declared himself to be "not in favour" of the race, which many had anticipated would use a spectacular circuit running around some of the city's best-known avenues and monuments.

Hopes were raised when the mayor of Paris, Jacques Chirac, recently demonstrated his approval of the project by agreeing to support legislation proposed to set aside local by laws; these for almost 30 years have forbidden races on French public roads.

Former Renault driver Jean-Pierre Jabouille was even appointed to lead a working group that had already started to investigate the logistics of a "Monaco in Paris" race. Among the initial difficulties encountered were the placing of advertising banners (officially forbidden on "protected monuments" like the Arc de Triomphe) and the difficulties of resurfacing the bumpy, cobblestone surface of the great city's *grands boulevards*.

Inevitably, however, the final stumbling block was the great political divide separating Mitterand (a Socialist) from right-winger Chirac. French colleagues are nevertheless optimistic that the voters of their country may enable the matter to be raised again after the next Presidential elections, which are not scheduled to be held until 1988.

GRAND PRIX OF EUROPE AT BRANDS

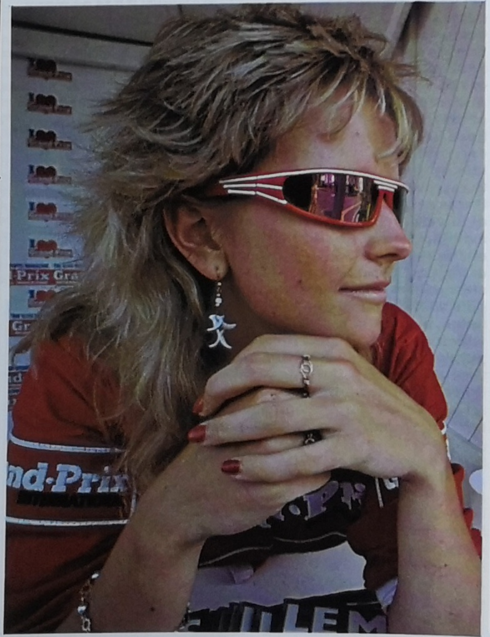
FISA has now accepted the application filed by the RAC Motor Sports Association for a Grand Prix of Europe to be staged at Brands Hatch on Sunday, September 25th, the weekend originally scheduled for the postponed (until next year, say the optimists) New York Grand Prix. The Brands race will be the penultimate round of the 1983 world championship, and if the pattern of the last years is repeated, might prove to be vital to the front-runners. Certainly, some drivers among the currently disadvantaged (i.e. among the Cosworth-engined teams) feel that Brands is not a circuit automatically favouring the turbos: not to speak of the fact that September weather in England, sometimes glorious, is also notoriously unstable.

This will be the first time that more than one world championship race has ever been held in a single year in the United Kingdom: hence the revival of the time-hallowed name of 'Grand Prix of Europe', a designation used for any spare GP and last used in the early 70's for the British GP which was also a Grand Prix d'Europe. Despite the designation, John Webb of Brands Hatch told us he *"would be delighted if FISA were to accept two 'British' grands prix every year. Our national grand prix,"* he says, *"has alternated between Silverstone and Brands Hatch for many years, but now the Donington Park track wants to be included. It would be much more logical if two races could alternate between the three circuits in the future. In my opinion, it is only right that the recognized date for the British Grand Prix, in July, should continue to be the prestige race."* If that were to be the case, Mr. Webb has up his sleeve, as reported in GPI, a 'Commonwealth Grand Prix'.

The Grand Prix of Europe is to be the climax of a week-long feast of racing at Brands Hatch. On the previous weekend (September 17/18) there will be a World Endurance Championship (drivers) round at the Kent circuit followed by the Grand Prix of Europe under the sponsorship of John Player Special, who took over from Marlboro, traditional sponsors at Brands, when Marlboro appeared in danger of exceeding the voluntary limit on cigarette advertising.

On which subject we must add that limitations on such advertising, which have already caused problems in a number of European countries, have reached a new level of aggro with the announcement, prior to the recent Italian elections, that *all* such advertising, whether direct or indirect, would be banned in Italy and that the fines for violations would be substantial. As this would mean that no newspaper or magazine (never mind television) could show a picture of a Lotus, an Alfa, a Ligier, etc., some of the Italian press went right ahead and defied the ban, one sporting paper going so far as to put the noxious weed on its cover.

As the elections had since taken place, the subject had become moot. But we understand that Marlboro in particular, which would have much to lose thereby, is studying the question with 'close attention'.



TRAVELING SALESMAN

Tracing the comings and goings of the indefatigable Bernard Ecclestone is one of our favourite leisure activities and there are times when we get tired just thinking of the kind of ground (and air) that the FOCA boss covers. Lately, while Detroit was visiting London and Silverstone (and being shocked to find that by leaving London at 8.30 you weren't really likely to get into the circuit in time for the start), Mr. Ecclestone has been on the West Coast of America, doing what was described to us as 'promotion'.

Considering the need to recoup F1's position in the United States and the flurry of rumours reaching us from California, perhaps there is some connexion between these travels and reports that San Diego is in favour of holding a U.S. Grand Prix West and that Mr. Ecclestone has recently opened an office in Redondo Beach.

Most interesting of all, however, is recent news from Las Vegas—interesting in that we agree thoroughly with the thesis expounded by one K. J Howe, a gentleman with hotel and racing interests inthe faltering capital of the one-armed bandit. He has recently sent a letter to various influential Vegas friends and prominent citizens calling for a real street race in Vegas.

According to Howe (and this is where we agree) the reason the Las Vegas Grand Prix was not the success hoped for was that Vegans were not behind it. And why not? Because they saw it as a short-sighted and narrow-based event staged to bring money into Caesars Palace. Howe argues that the 'community' concept has worked in Detroit and hence ought to work in Vegas. He suggests either the Strip or downtown as a venue. To quote this sensible man, *"Las Vegas should not lose the international attention Grand Prix World Championship racing engenders... We must not lose an event of this magnitude to other cities, especially in the East. There is interest in Atlantic City... why not Las Vegas?"*

According to our report of Mr. Howe's endeavours, it appears he has not yet talked to Mr. Ecclestone, pending a reaction to his letter. But perhaps Mr. Ecclestone has been talking to him?

QUOTE OF THE WEEK... OR THE YEAR..

"Those who follow Formula One racing are nothing more than international white trash." We were at first surprised to read this quote from a radio broadcast in Detroit, because the speaker was our colleague and editor of *Car and Driver*, one of the few magazines in America to give consistent coverage to our sport. But David E. Davis—he of the waxy moustaches—may well have been misquoted. Or maybe he knows something we don't. We have our own opinions on those who follow the sport, but we always thought white trash was poor.

Grand-Prix INTERNATIONAL MAGAZINE
THE ELITE MOTORSPORTS MAGAZINE
louis de poortere
John Wood
30
GOODYEAR
VALVOLINE
THIERRY
BEDFORD

ENZO WANTS KEKE

Knowing that Keke Rosberg's contract with the TAG-Williams team is due to expire a the end of this year, it is hardly surprising to learn that a discreet telephone call—to follow up the one reportedly made after Keke's win at Monaco—was put through a couple of weeks ago from Maranello to the world champion's home in England.

It seems very possible that the call was inspired by the sticker ("I Love Turbo") which appeared on our favourite Finn's helmet during the pre-British GP tests at Silverstone in June. As Keke has said many times, he will only race in 1984 for a team which can offer thim turbo-power. He is also the proud owner of a Ferrari 308 GTS...

When Keke signed a two-year Williams contract early last year he agreed to race for a salary which, necessarily, reflected the poor results which he'd suffered with the Fittipaldi team. Frank Williams now describes his driver as *"undoubtedly the fastest in the world"*, but it remains to be seen if he will be prepared to meet Keke's suggestion that he should also be the best-paid.

Many weeks ago you were able to read in GPI the first news of Frank Williams's deal with Honda for Japanese turbo-power in 1984. But in spite of the Spirit team's valuable test programme with the current Honda V6 turbo, the engine has yet to prove its reliability. Patrick Head, the Williams designer, is already working on a Williams-Honda package which could be tested—or possibly raced—before the end of the year, and another still highly secret project is in the pipe-line.

What Keke must now decide is whether or not to take the gamble on the Honda, which might take a season or more to become a regular race winner. With Jacques Laffite firmly signed up until the end of 1984, however, Williams already has an "ace" who can only get faster in his second year with the British team.

Perhaps the most intriguing part of the story, however, remains in Italy. If Mr Ferrari is so anxious to recruit Rosberg, which of his two Frenchmen is going to get the kiss-off? It's worth asking, too, if Ferrari has also now despaired of ever seeing the long-suffering Didier Pironi make a full recovery from the injuries he suffered almost exactly a year ago...

All of which brings us around, as happens every year, to the slave-market. For if Keke has been approached by the Sage of Maranello he is not, by all reports, the only driver so approached. Besides Michel Alboreto, already the subject of elogious remarks from the great man, we understand that feelers have been put out towards Alain Prost, who is currently unhappy that his position with a French team compels him to pay French taxes despite his removal to Switzerland. And, on the subject of who at Ferrari might go, there are those who say that Patrick Tambay remains on a race-to-race contract with Ferrari, and that though he would continue racing if he won the championship, if he did not, he would feel his worth amply proved and might retire.

Agip
R.Arnoux
P.Tambay
27
FIAT
LONGINES
GOODYEAR
SKF

THE CONQUEROR

"I could live with a race like this every Sunday..." **Restored by a quick shower-and-change, into jeans and T-shirt, Prost seems to feel no particular exultation at the result of the British Grand Prix. In the nieghbouring motor homes, Nelson Piquet, Patrick Tambay and Nigel Mansell are still a-glow. But not him.**

by Didier Braillon

Shell Oils
RENAULT
RENAULT elf
elf
MAGNETI MARELLI
LONGINES
MICHELIN

The man is the complete professional; he seems to have no faults; and he certainly doesn't win by chance. Alain's approach to F1 is marked by such pure pragmatism that it is somewhat alarming. Beaten, he hangs his head: because it's not normal. When he wins, his face shows not the slightest emotion: as though the top step of the podium were his natural habitat. Is he at least as happy as the skilled worker who has done his job to the best of his ability? One wonders...
Alain Prost never talks of the difficulties he might have driving in a race and you might think a computer was at the controls, done up in human skin rather than metal and plastic. You won't find Alain amongst those who skip a gear, who set off sparks under braking or who come into a corner all sideways. A Prost-spectacular or a Prost-Slide Show is just not on. Not for him the letting-it-hang-out that gave Jackie Stewart or Niki Lauda fame and fortune a few years back.
"There have been nine races this year and I've finished all nine. 100% reliability, that's something of a record." Th-th-that's all folks! Apart from a touch of down-in-the-mouthness we saw last year after the French Grand Prix, Prost is not exactly an extrovert. You push a little harder and this is what you get:
"I won because I had a car that was perfect in all respects." Which is not exactly the way you go round creating a Superman image for the public! During practice, however, Alain wasn't so 100% sure that he would win with such ease:
"On the second day of practice, I had an inconsistent engine; all sorts of little sputters bothered me during my fast laps, and with both sets of qualifiers. That's why I couldn't improve my times. The new Ferrari 126C3's won the front row in great style. That's no negligible result, but I do think that for the race we'll be better off with our Michelins than they will be with their Goodyears. I'll have to make a very good start and attack from the start so as not to lose touch. After that, we'll see."
That's just what he did. On lap 14 he took over second behind Tambay at the expense of René Arnoux. Armed with 05 tyres on the right and harder 010's on the left, he had slowly gained ground on the Montreal winner who was having trouble

→

with an ever-more-precarious grip, showing itself in ever-lessening adhesion and some impressive slides. Conventional tyres were suffering alongside the radials, a result which Jacques Laffite summed up as follows: *"On the fast circuits, we can't make a mark unless Goodyear goes over to radials."* It was the kind of slow destruction that Alain, belted up tightly in the furnace of his cockpit at full tilt could observe clearly. Five laps after he'd taken Arnoux on the straight by the pits, he took Tambay decisively, and with him, the lead.

"The Ferraris were some ten kilometers an hour faster than I was on the straights, but no doubt that was due to a configuration with rather reduced wings, a choice which turned out to be, in the event, rather injudicious. Under braking and attacking the big curves I was incomparably quicker." By then the nose of the Renault faced an empty track. Just as it had two years before when Alain, 30 seconds up, was forced to retire with a blown engine. That had put paid to any pretensions he might have had to be world champion.

"With hindsight, I admit I couldn't help thinking about that race. It had been a dreadful season, just like last year's. Apart from the South African Grand Prix at the very beginning of 1982, I can't recall a single good moment. All I can remember is a series of endless frustrations."

The cold and joyless side of Alain soon reappeared, and though he can't say that his prospects for 1983 look unpleasant, he is still far from from falling into smiles of pure relaxation:

"As though by sod's law, every time I score, I find Patrick and Nelson alongside me on the podium. I'm six points up. That's not a whole lot. It's not time to allow ourselves the slightest mistake..."

Ourselves? Is that the royal we? Well, the little man from Saint Chamont, recently emigrated to Switzerland, loses a bit of his hard shell when he's talking about the great adventure of racing:

"When you come right down to it, winning is the result of the hard work put in by a whole team. I know everyone says that, but I don't mean it demagogically. Nowadays you have to add to the traditional hard labour of setting a car up the whole business of refuelling stops. Victory is now also set up in the pit-lane and the difference between a good and a bad result can rest on the skill and devotion of your pit crew."

Six grands prix remain, but you won't hear the Professor discoursing on numbers and points:

"Each does the best he can, and we look at races one by one, not as a whole. There's no point in beating ourselves over the head. The top step on the podium is something that has to come naturally, as water flows from a spring, and without getting all upset and trying to twist fate by the tail. Success generally comes with apparent ease."

But important victories often hang from a frail thread. Gérard Larousse, whose fair complexion was at variance with the deep tans sported by most members of the F1 family, had to admit that illfortune had not been too distant:

"This morning, during warm-up, we played with the idea of cutting an extra opening into the sides to cool the engine further, a matter which looked to be important in this dead heat. If we'd actually taken that leap, who knows if a frail equilibrium would not have been disturbed and we'd not have lost the whole ball-game?"

It didn't happen. By becoming the first French driver to win a British Grand Prix since the official championship started in 1950, Prost got his name down in the history books. It didn't impress him much. The Professor with his joyless mask was taking it all like a conqueror.

JOHN WATSON

Well, we won our class! It was quite lively at the start, because starting where I did, and planning to make a pit stop, I could run quicker than most of the cars running in the immediate vicinity. But you still see drivers weaving about all over the Silverstone straights-drivers who should really know better. I got up to Baldi, but he had the edge on top speed so I couldn't do anything about him. We didn't have such a good pit stop as Niki's and then I couldn't get the car into gear after the stop, so I probably lost time then. And from that point on, I just ran as quickly as I could. It's disappointing, but in a way it's a relief. Always, after the British Grand Prix and particularly 1981, there's been so much pressure on me and the team. In a way I'm happy we can go to Germany now and there won't be so much attention and pressure. While publicity is good for me and the team, it is distracting. Now I can relax and look forward to the next races. I feel a lot of pressure here at Silverstone and it can be a negative aspect.

ROBERTO GUERRERO

The reason I made it into the race and Johnny didn't was, I think, because of set-up. They went a different way and it didn't work out. That's the way it goes, sometimes you get it right, and sometimes you don't. You know, we haven't been testing and the team is simply very short of money. It showed here. We were three days behind because we didn't test here in June. You can't compete like that. That was why my race was bad. During practice, we were doing the testing that the others did a month ago. I never ran on full tanks before the race; we were still trying to sort the car out. Only during the warm-up did we find out what a big problem it was. We lost all grip. In the race, I blistered the rear tyres early on: there was huge understeer in Copse and Becketts, and masses of oversteer in Stowe and Club. I'm happy I finished for the first time, so I'm happy I went round and round. Unfortunately, not very quickly.

I guess Johnny isn't very happy with the team and I would like to think that I could get something better. You try just as hard — it's very frustrating. They say they've been talking about getting a turbo, but I don't see how they can get the finance to pay for it. The one good thing is that I'm going out to Elkhart Lake to test the Theodore Indy car. I'm looking forward to that.

RENAULT
elf
HARIBO
RMO
15

It's no easy thing to beat Brabham on their own favourite testing ground, but Renault did so thanks to Alain Prost. The "Professor" didn't look exactly overjoyed; he merely showed satisfaction at a job well done. (photo: T. Bovy/DPPI; previous double page: B. Asset)

KEKE'S COLUMN

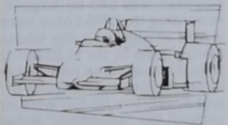
Frank Williams tried his best to make me feel a little better after Silverstone. First of all he was kind enough to come around to my house for the party that I gave after the race, and it must have been midnight when he left, at least two hours after his normal bedtime...

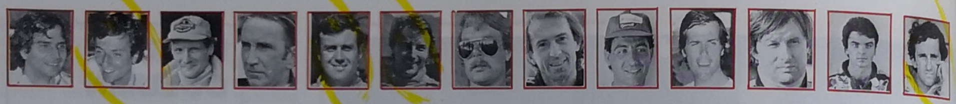
Frank knew just how bad I felt. After all, the crew had put an enormous amount of effort into the race — and our reward was eleventh place, which isn't even worth mentioning. *"Well,"* said Frank, *"if you're going to have a bad weekend, you might as well have it here, where we didn't expect to be able to do anything against the turbos anyway."*

That's one way of looking at it. Unfortunately, we've now got a string of circuits on the calendar which will probably be even more suitable for the turbos than Silverstone was. We can't even rely on gaining time by doing pit stops, because all the other teams are doing it now, and they're getting very efficient indeed. My stop was the quickest (12.4 seconds, I'm told) that we've ever done, so it's a mystery to me how Jarier — who brought his Ligier in for fuel and tyres a couple of laps before me — made up the time that he did. I'd had a big struggle overtaking him before the stops, but after them he was in front of me again. Maybe I'm just not quick enough in the pit lane...

Since we couldn't afford to sacrifice even 1 km/h in top speed against the turbos at Silverstone, we were running in "zero drag" configuration, with virtually no wing angle at all. Any grip we could find came from the tyres, and although Goodyear found us the right combination of rubber to make the car nicely balanced right through the race, it does seem that the radial opposition had an advantage in the tyre wa at Silverstone.

I had a short battle with John Watson, whose McLaren was running as usual on Brand X, and he looked very impressive: loads of grip, good braking and (surprisingly) about 10 km/h more speed than us through the speed trap. Since John had started from 24th place on the grid and went past me almost without looking as though he was trying, I assumed that he was doing another Long Beach type performance. When he turned up at my party, I congratulated him and asked where he'd finished. *"Ninth,"* he said, *"one complete lap and more than a minute behind Prost."* After that I didn't feel so bad. But it's going to be tough in Germany and Austria...





PRACTICE

After five weeks "at home" in which to concentrate on developments and improvements, it was no surprise to find that every team in the Silverstone paddock had something new and different to try in the first session of practice on Thursday morning. Some of the novelties, like the new C3 Ferraris, had already been seen in pre-race testing. Others were completely untested: these included a revised version of the Theodore (for Guerrero) with a narrow rear track, and two immaculate "B" versions of the familiar Brabham BT52, sporting new monocoques and a confusingly different coulour scheme with the previous blue-and-white now in "mirror image" white-and-blue.

For most teams these changes represented another logical step along the Research and Development path mapped out for them by their designers at the beginning of the year. For others, however, notably Lotus and Osella, they were major changes introduced in a determined bid to restore the faith and funds of sponsors disappointed by the setbacks of the earlier part of the season.

For the record-breaking crowds of British and overseas spectators who flooded into the sun-baked grounds of this wartime American airfield, there was keen anticipation. After Nelson Piquet's astonishing testing lap of 1m 10.86s and the times set by other turbo teams during pre-race testing there was no question, surely, of the British GP being able to resist (as it had until now) the assault of the turbos. But who would be the first man officially to break through the 150 mph barrier in qualifying? And was it true (as Keke Rosberg had forecast last winter) that a driver without a turbo might as well stay at home in bed instead of coming to the fastest circuit in Europe?

Michele Alboreto got the crowd's attention in the first two minutes of the untimed Thursday morning session when a fuel leak set his Tyrrell on fire in the pit lane. Alert marshals doused the rare Cosworth DFY engine in powder, leaving Michele no alternative but to switch to his spare car. Fastest Cosworth user in the session was to be McLaren driver Niki Lauda, under treatment from his trainer WIlli Dungl for a neck muscle which he had strained at home in Salzburg.

The sensation of the morning, however, was Elio de Angelis, rewarding the JPS-Lotus team for five weeks of night-and-day labour with fastest time in 1m 11.632s—faster than Arnoux in the new Ferrari and the latest (lightened) Renaults of Cheever and Prost. The RE40S were running without the "spaghetti" exhaust systems which had prompted protests from the Brabham team at Spa and Detroit. Interestingly, de Angelis's new Lotus had a British version of the controversial exhausts...

When the timed session started later in the day, however, attention in the Lotus pit was focussed on Mansell's similar new JPS 94T. Throughout the morning session the British driver had complained of a misfire which prevented him from doing a single flying lap. It was not exactly the world championship debut which Mansell had anticipated with Renault power, and although he tried the older 93T in order to set a time, his frustration at not being able to match his team-mate's achievement was all too obvious.

While the Lotus mechanics toiled in the pits, the crowd was entertained by a magnificent display of qualifying. All three makes of qualifying tyre, it seemed, were good for one fast lap and no more. Thus there were few cars on the track at any given moment, and with the commentators watching closely from their tower it was being reported that a driver was on his "hot" qualifying lap almost as soon as he had negotiated the Woodcote chicane to complete the previous one.

The Brabham team had gambled on some experimental settings which didn't work as planned by Gordon Murray, so honours looked like being divided between Renault and Ferrari, with de Angelis doing his best in the sexy-looking new Lotus. Then it was Arnoux alone to battle the Renaults, for Tambay's new Ferrari had developed some insoluble engine problems, and the mechanics took the car away to change the complete V6. Perhaps the Michelin qualifiers were slightly quicker than the Goodyears on this particular afternoon, for in spite of Arnoux's expert efforts to hold off his former team mate it was Alain Prost who snatched the glory. On his first set of qualifiers the Frenchman had suffered from a minor fuel injection problem, but he made no mistakes on the second. With ten minutes of the session left to run, Prost started an extra-special lap with two wheels on the grass as he gunned the Renault past the pits, and 1 minute 10.17 seconds later he had crossed the line with the fastest-ever official lap of Silverstone to his credit. Faster times have been seen in testing, but Prost's achievement was remarkable: he had shattered the 150 mph barrier at last.

The pace had taken its toll on engines, though. Among those being changed overnight were those in the back of cars driven by Giacomelli, Boesel and both McLarens. And still the Lotus mechanics sweated over Mansell's Renault...

The heat was also affecting drivers' tempers. Jarier's times were discounted because he had failed to bring his car in for weighing when signalled to do so by the FISA system: and Stefan Johansson, having all sorts of trouble with the two cars put at his disposal by the Spirit-Honda team, had to be restrained by marshals as he attempted to push his car back to the pits when it ran out of fuel.

While most teams concentrated on trying their cars with full tanks of fuel in the untimed Friday morning session, Elio de Angelis was again demonstrating the speed of Pirelli's qualifying tyres onhis new Lotus-Renault. "It's handling beautifully throught the fast corners here," he enthused, "and I'm sure that we could be shooting for pole position if we had the same special turbos which the works Renaults are using for qualifying." The Italian was again quickest, while problems were not limited to the turbos: Rosberg's Williams blew up at the end of the session, and Alboreto had to sit out most of the practice.

The final timed session looked even more serious than it usually does at a Grand Prix. The Renault mechanics had large chunks of ice to keep fuel and turbos as cool as possible here at the hottest European race of the year (was this really England?) and the Ferraris were both in good shape. Today, though, the slightly higher temperatures, plus a coating of rubber from cars practising for the supporting races, may have given the Goodyear tyres a slight advantage.

That, at least, was the opinion of Prost, who said that his Renault had developed a minor handling problem in the morning and was now misfiring slightly. Piquet reported that he was much happier with the revised settings of his Brabham ("the car isn't quicker, but it's much better balanced"), although his team-mate Patrese did a slightly faster time... despite breaking fourth gear just as he completed the lap.

With 25 minutes to go Tambay had improved on Prost's "pole" time of the previous day with 1m 10.145s, and with 14 minutes of the session left to run, using his second set of Goodyears to full effect, he improved yet again with a 1m 10.104s, which earned some applause from the packed grandstand opposite the pits.

But as the commentators reminded us, Rene Arnoux still had one set of tyres left. He pulled out of the pit lane with only six minutes of practice left to run, did one warm-up lap, and started the single quick lap with the Ferrari on the very limit of its adhesion. All around the circuit the commentators followed his progress, and René was still halfway around his slowing-down lap when the news was announced: the king of the poles had done it again, first man ever to break the 1m 10s barrier "in anger" at Silverstone, and a fabulous 1m 09.462s lap.

At the "chic" end of the pits Arnoux was buried under a mob of Italian and French journalists. At the other extreme, however, there were glum faces. Cecotto's Theodore was out ("the same engine which I used at Montreal, you know")... Corrado Fabi in the second of the new Osellas had not been able to cure the team's plague of fuel pick-up troubles... and F1 newcomer Kenny Acheson hadn't been able to get the revised RAM-March going fast enough ("I still don't have the confidence to press it hard enough in the quick corners here").

Mike Doodson

R.Arnoux
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FIAT
Agip
MAGNETI MARELLI
GOODYEAR
olivetti
Agip
KONI
CHAMPION
brembo
SKF
arexons
FOR SALE

THE RACE

It was hardly the most exciting of recent British Grands Prix, but Silverstone 1982 certainly left some deep memories, if only for the amazing summer weather throughout the three days of the meeting. Finally, it all boiled down to an unusually one-sided battle of the tyre companies, with the drivers playing a less prominent role than usual.

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THE RACE

1. *Watched by an enthusiastic race day crowd of 84,000 paying (and sweltering) spectators, 25 cars and drivers have just been unleashed by the starter. (Ghinzani's Osella-Alfa "died" of electrical failure on the parade lap, so he was being hastily strapped into the spare car, ready for a delayed start from the pit lane.) From the flag it's Ferrari ahead of Renault and Brabham, with de Angelis making a poor getaway. (photo: First Line; previous page: B. Asset).*

2. *With de Angelis's Renault engine breaking a piston on lap 2, it's now a straight fight between three teams. Tambay lead, but on lap 14 Prost takes Arnoux in a fabulous outbraking manoeuvre at Copse corner to move up to 2nd place. Following Patrese's retirement with a broken BMW, Brabham hopes rest on Piquet, who closes in on the second Ferrari and takes third place on lap 20. (photo: B. Asset).*

Agip
RENAULT elf

3. *Lap 20, the critical moment of the entire race. With his Renault handling splendidly on its grippy and durable Michelin radials, Prost snatches the lead from Tambay, whose Goodyears are beginning to blister. Prost immediately starts to open up a gap on the Ferrari, which by lap 31 was being harried by Piquet's Brabham-BMW.*

4. *All the leading cars come in for fuel and tyres around half distance, which puts a bit of life back into the race. Nevertheless, with most teams now expert at performing trouble-free stops, only de Cesaris' Alfa is delayed (with clutch trouble): by lap 44 the order of the first three is back to what it was on lap 31. (photo: B. Asset).*

Clear winners of the tyre war were the Michelin men (Prost and Piquet in a radial 1-2), ahead of Goodyear (Tambay and Arnoux), with Pirelli stealing some well-deserved glory with the help of Mansell and his new Lotus. While the British spectators cheered Nigel home in fourth place, French visitors had the satisfaction of seeing Prost extend his world championship lead with his third win of the season. He's the only driver to have won more than one race this year. Two Ferraris on the front row meant, not surprisingly, that there were two Ferraris in the lead at the end of the first lap. In a thrilling side-by-side outbraking match at Copse corner it had been Tambay who snatched the advantage from his team-mate, who had started from pole. Prost held third place for Renault, but Patrese and Cheever had found a way past de Angelis's impressive Lotus, which was momentarily holding Piquet at bay. The remainder of the pack followed in the order de Cesaris, Winkelhock, Warwick, Johansson, Mansell (from 18th place on the grid!), Baldi, Lauda, Rosberg, Giacomelli, Alboreto, Guerrero, Sullivan, Boutsen, Jarier, Boesel, Watson, Laffite and Surer. Ghinzani followed last, having started from the pit lane.

The first two retirements were caused by explosions (possibly piston failures) in the Renault engines of de Angelis (lap 2) and Cheever (lap 3). They were quickly followed by Giacomelli on lap 4 (turbo) and Johansson on lap 5 (broken fuel pump belt). Perhaps these early turbo retirements gave Niki Lauda a little encouragement as he forged ahead to 10th place, leader of the "non turbo" didvision.

Very quickly there was a breakaway group of five: Tambay, Arnoux, Prost, Patrese and Piquet, soon to become four as Patrese dropped out with a broken turbo. The Brabham driver badly needed a result from this race to revive interest in his ability at Brabham, where he may find that he's not wanted when contracts are negotiated for 1984.

It was not long before the tyre question was settled in favour of Michelin as Prost closed in on Arnoux's Goodyear-shod Ferrari and neatly disposed of it in one of the quicker corners after sizing up his old rival for three laps. This must have worried the Ferrari pit, and rightly so, for on lap 19 Piquet also relegated Arnoux, and seconds later Prost stole the lead from Tambay as they went past the pits. That was effectively the end of the race for the lead.

"Professor" Prost immediately pulled out a gap, which by lap 31 was a useful 11 seconds over Tambay and Piquet. Next time round Piquet had taken Tambay.

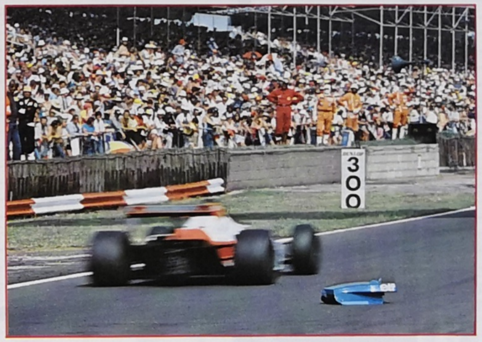
Taking over the role which de Angelis had excepted to be playing, Mansell had his sternest rival in fellow-countryman Derek Warwick, who counter-attacked splendidly (they both race on Pirellis, remember) until he was forced to concede seventh place on lap 17. With Winkelhock and de Cesaris making pit stops before his own became due, Mansell didn't have to wait long for a taste of world championship points: on lap 42, when Piquet came in for fuel and tyres, the broad-shouldered Englishman actually held 2nd place for a lap until making his own stop. Winkelhock had lost speed after his pit stop and de Cesaris lost a complete lap trying to put his clutchless Alfa into gear after refuelling, so Mansell was definitely now in the big time. With the race order re-established after the stops, there was no doubt that he could now seriously consider stealing fourth place from Arnoux, who was not only in trouble with tyres but was also worried about a brake pedal that had gone suspiciously spongey.

The moment when Mansell went past the Ferrari was not without its dramas, though, for he had to avoid a piece of blue fibreglass dropped by Boesel's Ligier at Copse as he made one attempt, and the two cars seemed to get very close indeed on lap 48, when the Englishman at last forced the Frenchman to accept the inevitable at Abbey, one of Silverstone's fastest corners.

That was how it stayed to the end: Prost, Piquet, Tambay, Mansell and Arnoux, with Niki Lauda first of the Cosworths in sixth place, one lap and more than a minute behind the Renault. It isn't exactly to the credit of Formula 1 that men as brilliant as Lauda and Watson (both a lap behind), nor Jarier, Rosberg and Laffite (who finished two laps back in 10th, 11th and 12th places) should have no chance to show their ability. It'll get worse, not better, at Hockenheim, Osterreichring and Monza: will it seem possible then that Rosberg crushed all opposition so convincingly a scant two months ago?

Xavier Chimits

THE RACE



5. *Boesel's Ligier lost its engine cover on lap 39, leaving a big chunk of blue fibreglass on the track in front of the pits at the approach to Copse. It stayed in this dangerous place right to the end, giving Mansell a bad moment as he comes up to find a way round Arnoux into fourth place. Lauda, en route to 6th place (one lap behind), goes through on the left. (photo: B. Asset).*

6. *Without a single clear lap in practice (the result of endless electrical troubles in his Lotus's wiring loom), Mansell could do no better than 18th on the grid. The problem was sorted out for the race, in which Nigel disposed effortlessly of normally tough rivals like Warwick, Winkelhock and Arnoux. With his Ferrari's tyres in ruins at the end, Tambay would have been the next to go... (photo: DPPI).*

Shell Oils
Shell Oils
15

7. *Alain Prost scored his third victory of the season by the useful margin of 20 seconds, completing a satisfactory run of nine consecutive GPs without a retirement. He is the first Frenchman ever to win a British Grand Prix since the FIA world championship started, here at Silverstone, in 1950. (photo: DPPI).*

Marlboro British Grand Prix
983
Silverstone

8. *Alain Prost, Nelson Piquet and Patrick Tambay: the three leaders of the world championship climbed on to the podium in their points order. With 39, 33 and 31 points respectively in the championship, it will be the fast circuits to come that will settle the destiny of the 1983 world championship. From this point onwards, not one of the three can afford to make a single mistake. (photo: B. Asset).*

Silverstone statistics

BRITISH GRAND PRIX

Date: 16 July 1983
Circuit: Silverstone
Length: 2.932 miles, 4.718 km
Race distance: 67 laps, 196.44 miles, 316.106 km
Weather: Hot and fine
Attendance: 120 000

PREVIOUS WINNERS

1978	Reutemann (Ferrari)
1979	Regazzoni (Williams)
1980	Jones (Williams)
1981	Watson (McLaren)
1982	Lauda (McLaren)

STARTING GRID

Tambay Ferrari 126C3 1'10"104 (2)	Arnoux Ferrari 126C3 **1'09"462 (2)**
De Angelis Lotus 94T-Renault 1'10"771 (1)	Prost Renault RE40 1'10"170 (1)
Piquet Brabham BT52-BMW 1'10"933 (2)	Patrese Brabham BT52-BMW 1'10"881 (2)
Winkelhock ATS D6-BMW 1'11"687 (2)	Cheever Renault RE40 1'11"055 (1)
Warwick Toleman TG183B-Hart 1'12"528 (1)	De Cesaris Alfa Romeo 183T 1'12"150 (2)
Giacomelli Toleman TG183B-Hart 1'13"422 (2)	Baldi Alfa Romeo 183T 1'12"860 (2)
Johansson Spirit 201C-Honda 1'13"962 (2)	Rosberg Williams FW08C-Cosworth 1'13"755 (1)
Alboreto Tyrrell 011-Cosworth 1'14"651 (1)	Lauda McLaren MP4-1C-Cosworth 1'14"267 (1)
Mansell Lotus 94T-Renault 1'15"133 (2)	Boutsen Arrows A6-Cosworth 1'14"964 (1)
Laffite Williams FW08C-Cosworth 1'15"234 (1)	Surer Arrows A6-Cosworth 1'15"135 (1)
Jarier Ligier JS21-Cosworth 1'15"383 (1)	Guerrero Theodore N183-Cosworth 1'15"317 (2)
Sullivan Tyrrell 011-Cosworth 1'15'449 (1)	Boesel Ligier JS21-Cosworth 1'15"386 (1)
Ghinzani Osella FA1E-Alfa Romeo 1'16"544 (2)	Watson McLaren MP4-1C-Cosworth 1'15"609 (1)

Did not qualify:
Cecotto/Theodore N183-Cosworth 1'16"714 (1)
Fabi/Osella FA1E-Alfa Romeo 1'17"594 (2)
Acheson/March 01-Cosworth 1'18"103 (2)

PROVISIONAL WORLD CHAMPIONSHIP POSITIONS

(After the Brazilian, Long Beach, French, San Marino, Monaco, Belgian, Detroit, Canadian and British Grands Prix.)

										Total
1. Prost	—	—	9	6	4	9	—	2	9	39
2. Piquet	9	—	6	—	6	3	3	—	6	33
3. Tambay	2	—	3	9	3	6	—	4	4	31
4. Rosberg	—	—	2	3	9	2	6	3	—	25
5. Arnoux	—	4	—	4	—	—	—	9	2	19
6. Watson	—	9	—	2	—	—	4	1	—	16
7. Cheever	—	—	4	—	—	4	—	6	—	14
8. Lauda	4	6	—	—	—	—	—	—	1	11
9. Laffite	3	3	1	—	—	1	2	—	—	10
10. Alboreto	—	—	—	—	—	—	9	—	—	9
11. Surer	1	2	—	1	—	—	—	—	—	4
Mansell	—	—	—	—	—	—	1	—	3	4
12. Sullivan	—	—	—	—	2	—	—	—	—	2
13. Cecotto	—	1	—	—	—	—	—	—	—	1
Baldi	—	—	—	—	—	—	1	—	—	1

RESULTS

1. Prost/Renault RE40, 67 laps, 196.44 miles in 1 hr 24m 39.78s at an average speed of 139.22 mph

2. Piquet	Brabham BT52B-BMW	19.16s behind
3. Tambay	Ferrari 126C3	26.25s behind
4. Mansell	Lotus 94T-Renault	38.95s behind
5. Arnoux	Ferrari 126C3	58.87s behind
6. Lauda	McLaren MP4-Cosworth	one lap behind
7. Baldi	Alfa Romeo 183T	one lap behind
8. de Cesaris	Alfa Romeo 183T	one lap behind
9. Watson	McLaren MP4-Cosworth	one lap behind
10. Jarier	Ligier JS21-Cosworth	two laps behind
11. Rosberg	Williams FW08C-Cosworth	two laps behind
12. Laffite	Williams FW08C-Cosworth	two laps behind
13. Alboreto	Tyrrell 011-Cosworth	two laps behind
14. Sullivan	Tyrrell 011-Cosworth	two laps behind
15. Boutsen	Arrows A6-Cosworth	two laps behind
16. Guerrero	Theodore N183-Cosworth	three laps behind
17. Surer	Arrows A6-Cosworth	three laps behind

Fastest lap: Prost/Renault RE40, 1m 14.21s, on lap 32, an average speed of 142.23 mph.

Marlboro
British Grand Prix

CONSTRUCTORS' WORLD CHAMPIONSHIP

1. Renault 53 pts ; 2. Ferrari 50 pts ; 3. Williams 35 pts ; 4. Brabham 33 pts ; 5. McLaren 27 pts ; 6. Tyrrell 11 pts ; 7. Arrows 4 pts ; Lotus 4 pts ; 9. Alfa Romeo 1 pt ; Theodore 1 pt .

OFFICIAL QUALIFYING TIMES

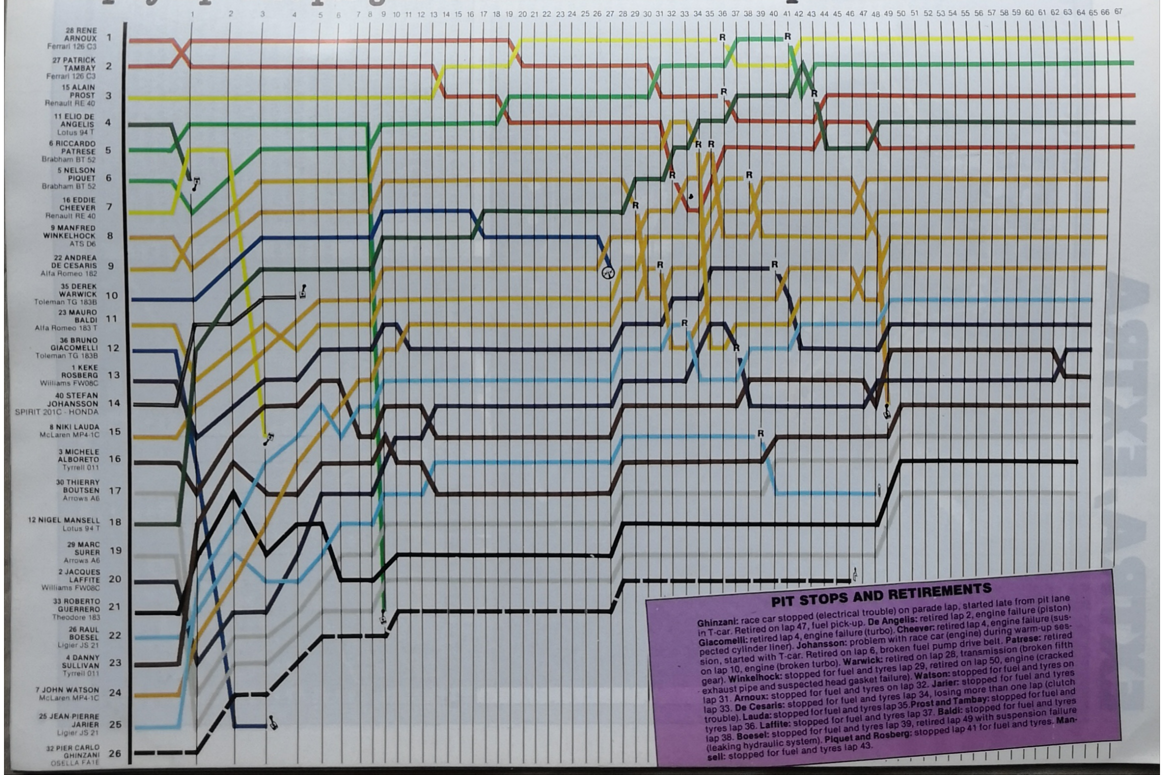
	Unofficial practice 1	Official practice 1	Unofficial practice 2	Official practice 2	Warm-up Saturday
1. Rosberg	1'14"940	**1'13"755**	1'16"254	——————	1'17"130
2. Laffite	1'16"235	**1'15"234**	1'19"370	1'16"762	1'18"537
3. Alboreto	1'15"426	**1'14"651**	1'18"314	1'14"970	1'17"459
4. Sullivan	1'16"482	**1'15"449**	1'17"332	1'16"347	1'18"817
5. Piquet	1'13"242	**1'11"098**	1'12"810	**1'10"933**	1'14"214
6. Patrese	1'13"504	1'11"246	1'13"351	**1'10"881**	1'14"896
7. Watson	1'15"637	**1'15"609**	1'15"650	**1'16"091**	1'15"668
8. Lauda	1'13"979	**1'14"267**	1'15"562	1'15"118	1'15"031
9. Winkelhock	1'16"861	1'13"493	1'12"836	**1'11"687**	1'15"502
11. De Angelis	1'11"632	**1'10"771**	1'11"721	1'11"114	1'13"056
12. Mansell	1'18"965	1'16"377	——————	**1'15"133**	1'15"179
15. Prost	1'13"054	**1'10"170**	1'12"903	1'10"808	1'14"284
16. Cheever	1'12"662	**1'11"055**	1'14"167	1'11"520	1'14"679
17. Acheson	1'18"605	1'19"267	1'18"051	**1'18"103**	——————
22. De Cesaris	1'13"102	1'13"163	1'12"794	**1'12"150**	1'14"898
23. Baldi	1'14"321	1'14"006	1'15"145	**1'12"860**	1'15"447
25. Jarier	1'16"729	**1'15"383**	1'15"273	1'15"767	1'16"738
26. Boesel	1'15"893	**1'15"386**	1'15"180	1'16"134	1'18"986
27. Tambay	1'13"081	1'10"874	1'14"231	**1'10"104**	1'14"257
28. Arnoux	1'12"475	1'10"436	1'13"497	**1'09"462**	1'14"553
29. Surer	1'15"796	**1'15"135**	1'17"471	1'15"350	1'19"516
30. Boutsen	1'14"581	**1'14"964**	1'16"797	1'15"686	1'18"692
31. Fabi	1'19"745	1'20"400	2'22"225	**1'17"594**	——————
32. Ghinzani	9'30"223	1'17"162	1'17"289	**1'16"544**	1'22"246
33. Guerrero	1'15"771	1'15"441	1'16"590	**1'15"317**	1'19"168
34. Cecotto	1'16"474	**1'16"714**	1'17"027	1'16"786	——————
35. Warwick	1'13"660	**1'12"528**	1'13"889	1'12"541	1'14"976
36. Giacomelli	1'16"097	1'13"792	1'17"303	**1'13"422**	1'17"741
40. Johansson	1'16"382	1'15"535	1'16"525	**1'13"962**	1'18"236

Notes : Jarier's time in the first timed session on Thursday were disallowed by FISA after he failed to comply with marshals' instructions in the weighing area. In the final timed session the Williams team asked to have the times set by Rosberg ignored because they were using several sets of race tyres in order to concentrate on improving the handling for the race.

THEIR FASTEST RACE LAPS

Prost	1'14"212 (32)
Piquet	1'14"327 (36)
Mansell	1'14"434 (49)
Tambay	1'14"805 (62)
Patrese	1'14"857 (04)
De Cesaris	1'15"032 (64)
Winkelhock	1'15"144 (28)
Baldi	1'15"207 (65)
Arnoux	1'15"214 (07)
Warwick	1'15"856 (24)
Lauda	1'15"923 (60)
Watson	1'16"090 (14)
Laffite	1'16"228 (36)
Cheever	1'16"261 (02)
Jarier	1'16"477 (53)
Rosberg	1'16"887 (52)
Alboreto	1'17"456 (55)
Boesel	1'17"659 (47)
Sullivan	1'17"858 (60)
Boutsen	1'17"913 (59)
Johansson	1'17"934 (03)
Guerrero	1'18"351 (56)
Surer	1'18"552 (63)
Ghinzani	1'19"920 (37)
De Angelis	1'23"401 (01)
Giacomelli	1'29"957 (01)

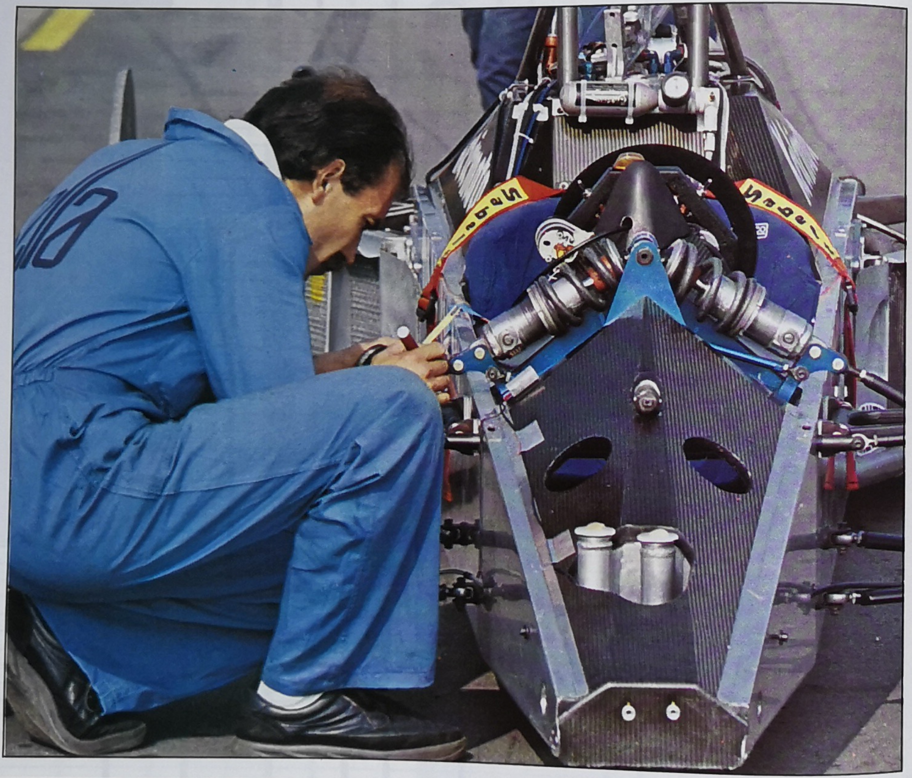
nde - Lap by lap - Giro per giro - Runde um runde - Tour par tour - Vuelta a vuelta -



PIT STOPS AND RETIREMENTS

Ghinzani: race car stopped (electrical trouble) on parade lap, started late from pit lane in T-car. Retired on lap 47, fuel pick-up. **De Angelis:** retired lap 2, engine failure (piston) **Giacomelli:** retired lap 4, engine failure (turbo). **Cheever:** retired lap 4, engine failure (suspected cylinder liner). **Johansson:** problem with race car (engine) during warm-up session, started with T-car. Retired on lap 6, broken fuel pump drive belt. **Patrese:** retired on lap 10, engine (broken turbo). **Warwick:** retired on lap 28, transmission (broken fifth gear). **Winkelhock:** stopped for fuel and tyres lap 29, retired on lap 50, engine (cracked exhaust pipe and suspected head gasket failure). **Watson:** stopped for fuel and tyres on lap 31. **Arnoux:** stopped for fuel and tyres on lap 32. **Jarier:** stopped for fuel and tyres lap 33. **De Cesaris:** stopped for fuel and tyres lap 34, losing more than one lap (clutch trouble). **Lauda:** stopped for fuel and tyres lap 35. **Prost and Tambay:** stopped for fuel and tyres lap 36. **Laffite:** stopped for fuel and tyres lap 37. **Baldi:** stopped for fuel and tyres lap 38. **Boesel:** stopped for fuel and tyres lap 39, retired lap 49 with suspension failure (leaking hydraulic system). **Piquet and Rosberg:** stopped lap 41 for fuel and tyres. **Mansell:** stopped for fuel and tyres lap 43.

EXTRA, EXTRA



CAUTIOUS DEBUT

Piercarlo Ghinzani tucked into some potato salad, took a sip from a can of Heineken, and sat back with a look of satisfaction. *"It felt good,"* said the 31-year-old driver from the industrial town of Bergamo in northern Italy. *"I feel confident. We still have work to do on the balance of the car, and I still had the misfire, but I think it will be good."*

As you can read elsewhere in this issue, the Silverstone race marked a new phase in the Osella operation. There were two new Alfa Romeo-powered Osellas, built by John Thompson and designed by Tony Southgate. On these hang important Alfa Romeo decisions vital to the team's future.

But the cars were perhaps too new at Silverstone. One had been tested at Monza, but the other was only finished the day before practice started. In fact, the team was in trouble with the new Kélémata-sponsored cars from the word 'go.' *"We had problems with the fuel system in practice at Monza,"* admitted Southgate. *"We were using the Cosworth system, but now this is 100 per cent Alfa Romeo. The car is revving to 12,000, but not reaching maximum revs of 12,500."*

For Corrado Fabi, this Alfa-powered car was doubly new: having driven a Cosworth all year it has his first encounter with Alfa power. Furthermore, he'd never driven a Formula One car around what was to become the fastest Grand Prix circuit in current use.

In his first qualifying session the throttle cable broke: *"I did too few laps to see any improvement. I think we need to do lots of testing and lots of work. It's almost a new season for us. I hope it's better than the first half."*

The next day, trouble still centered on the fuel system. Once again, Fabi was the unfortunate one, his mechanical fuel pump seizing within seconds of the session beginning, thus depriving him of valuable learning laps. Ghinzani, meanwhile, was relatively happy. *"He's doing 18s when we should be doing 17s,"* said Southgate. *"And he says it's balanced, but I don't think it looks it. We're trying a flatter wing to get more revs on the straight."*

With only a few laps running on the track, it wasn't surprising that Ghinzani's settings were switched to Fabi's. But it wasn't enough for the little man from Milan to qualify. *"The car isn't so bad, but we've had a lot of problems with the fuel pressure. And then I had a puncture on my qualifiers. Last night we slightly changed the fuel system, but it was still misfiring. The car's much better than the old one, we just need everything to come together to make it work."*

Fabi went on, desperately trying to be diplomatic. *"We don't need to take a big step to get on to the grid, just a small one. But we have to take the decision to make it. We need someone to organise the team. I mean, here, we're staying in Luton. It's an hour away if you do it flat out !"*

Poor Corrado didn't make it, but Ghinzani did. Even so, he wasn't spared further problems. *"The spark box broke in the warm-up and before the start, so I had to take the spare.* ("That's my race car," interjected Corrado). *I think I would have been faster in my car, but then the metering unit broke* "It needs time," says Corrado, "and testing. I just hope it doesn't take too much time before we're competitive."

Bob Constanduros

TURNAROUND

«If Elio's engine hadn't blown up on the second lap, he'd have run away. Dammit, Nigel got fourth place with a car that hadn't done a single straightforward lap in qualifying—and he was nibbling at Tambay at the end. The tyres on his car looked like new at the finish... and Elio had been miles quicker with that compound this morning in the warm-up".

Under his anonymous black shirt and slacks (no tobacco identity here, by agreement), Gérard Ducarouge lcoked pale and slimmer than we know him. Five weeks of almost inhuman toil had left their inevitable mark on him, but there was no hiding the mixture of pride and disappointment on his face after the finish of the British GP.

Should he have been disappointed when one of his cars had finished fourth, ready (it seemed) to pick off the better of the two Ferraris? Indeed, yes: considering the brilliant impromptu performance of his British team-mate, there was definitely no reason why the unfortunate Elio de Angelis, having started from the second row of the grid, shouldn't have won convincingly. During qualifying, bugged by an electrical gremlin which two teams of already weary mechanics had chased in vain for two nights and days, Mansell had no option but to stand around idle. It was therefore Elio's car which had received Ducarouge's undivided attention. Elio bubbled over with praise for his engineer's work.

"I was easily the fastest in both of the untimed sessions and the warm-up. It's incredible when you think that the car's come straight out of the box: because we were short of time, we haven't touched any of the settings... rollbars, springs or wings. When I set third fastest time in the first official session on Thursday we didn't make any changes at all to the car between the two sets of quallies. Normally you make a few tweaks after you've used the first set. For us that wasn't possible, because the car was fitted with brand new brake discs and I wasn't able to take the car to the limit and find out how it reacted when it was being pushed hard".

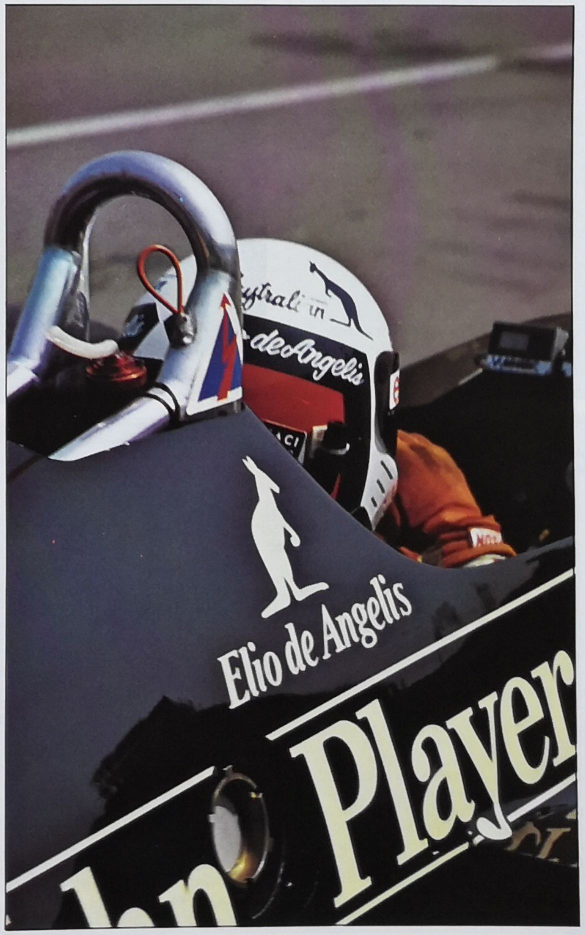
Looking very determined, Elio was surrounded by a crowd of Lotus mechanics whose tired and bloodshot eyes nevertheless showed their delight and enthusiasm. Elio's own motivation was plainly rekindled, for his association with the team's new engineer could not have started more auspiciously. It was the transformation of a team which only a bare month ago had seemed to have shed its ability and its motivation. Surely this was one of the most amazing technical turnarounds in the history of our sport.

On race day, under a merciless and untypical sun, the Lotus men prepared their beautiful black and gold car with its Renault engine as if they knew they had a winner. The fuel, especially cooled, was kept until the last moment before being pumped into the tanks. Soaked cloths were placed over the waste-gate as the car was pushed on to the dummy grid and lumps of dry ice were packed around the intercoolers. Even the driver had to be cooled: ice was dropped down his neckband just before the start and his face was sprayed with water as he zipped up the immaculate white Simpson overalls with their red and blue stripes.

As it happened, Elio was eliminated by a cruelly unforeseeable breakdown as his Renault V6 blew up a piston and ruptured its turbos. It didn't seem possible then that team Lotus could still salvage something from this heartbreak. But still there was Nigel Mansell, coming through splendidly from his place at the back of the field and more than making up for his almost complete lack of practice. As the laps mounted up he counted the victims: Johansson, Warwick, Winkelhock and Arnoux successively fell, and at the line he was up to an unbelievable fourth place. He wasn't far behind Tambay's Ferrari, which was in serious trouble with its tyres and losing ground rapidly.

On the line, Ducarouge was waiting: hair sticking wetly to his skull, Mansell fell into the Frenchman's arms, to the euphoric delight of his team and of the enthusiastic British pressmen. The frustration of the past few months was over, his spirits were plainly revived, for if de Angelis had been the star of practice, here was the unquestionable Man of the Meeting. This, one thinks, looks like being the start of something Big.

Didier Braillon



EXTRA, EXTRA

FLASH IN THE PAN

Who gets what place in the pits is always a sign of your rank in Formula One. No.40, the Spirit Honda was, at Silverstone, in the very last garage of all, right after Theodore, Osella and March. Which meant that the press and the curious of all sorts who wandered that far didn't do so just to admire Tony Southgate's latest creation or Kenny Acheson's slightly bizarre hair-do, but because such searchers after the new were having a feast: here was Honda back after a fifteen-year absence, a new Spirit team making its debut after two years' work; and here too was the Swede Johansson whose participation, together with David Kennedy, in that disastrous 1979 South American campaign with Shadow is often forgotten.

Paddock gossip had it that the Spirit team manager, John Wickham had somewhat forced the hand of his Japanese colleagues, who thought it perhaps premature to jump into the water at the British Grand Prix.

"Rubbish," said Wickham. *"There is no better way to learn than in direct confrontation with our rivals. We have put in 9,000 kilometres of private testing since last November: at Willow Spring, Donington, Brands Hatch and Silverstone. And don't forget that Honda has a big market in England, both in cars and bikes. We decided to make our debut here long ago. We are ready."*

POWERED by HONDA
Marlboro
HONDA
40
Newsweek
GOODYEAR

Add to that the fact that, quite logically, Honda decided it would take the plunge once the slow circuits were safely behind them, for the strength of the V6 Honda turbo is hardly in the lower ranges. Qualifying made it seem Wickham had been right, and the 14th place on the grid earned by Johansson was all the more encouraging when you think that, having had insoluble problems with the fuel feed on his Spirit 201/C, the young Swede had to fall back on the old car seen at the Race of Champions at Brands Hatch, a perfect replica of his new car but thirty kilos heavier. It was a handicap that Gordon Coppuck thought cost them a second a lap.

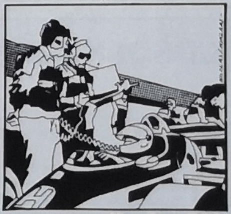
"We were aiming at the ninth row of the grid," admitted the engineer who twice, in 1974 and 1976, took McLaren to the championship. *"Here we are on the seventh row with the less good of our two cars. Our aim is not so much to go fast in practice but to make sure we finish. The first thing we want is to make sure we're reliable before we go out hunting for quicker times. In the next few grands prix we'd like to move slowly up to the fifth row: and make it to the chequered flag. A sixth place at the end of the season at Kyalami would make us perfectly happy."*

The troubles on the 201/C not having been resolved between Friday night and Saturday morning, Johansson made his first proper Grand Prix start in the old Spirit, but his race was to prove a pure flash in the pan: four brief laps and then it was all over. But at least the toothy Swede, who made a fine start, retired while he was lying tenth, the fault being a broken fuel pump drive belt: *"I had no trouble at all keeping up with Mansell and I was ahead of Lauda, which is not all that bad."*

Nor could anybody say they were in tears over in the Spirit motor home after the race. The Japanese engineers were all smiles and insisting on the as-yet untapped potential of the Spirit Honda. John Wickham was planning a little detour to Zandvoort on the way to Hockenheim. Here was a tiny (25-man) team rubbing elbows with the greats of the sport. For how long? There's the real question.

Honda would like to give its engines to a team with somewhat greater prestige than John Wickham's: to Frank Williams, if names must be dropped. But it would be rather surprising, and not very good for its image, were the Japanese constructor to cast aside a team about which they have had no cause for complaint. Particularly if between now and the end of the season, the Spirit Honda manages to put its fine white nose among the front runners. Wickham has had, apparently, no reassurances on this subject, which may be why he is diligently searching for a sponsor.

The Spirit Honda may have put in only four laps at Silverstone, but who can say that a few years from now we will not all be remembering the 1983 British Grand Prix, otherwise rather soporific, as the day on which the Japanese made their comeback in the most prestigious of all disciplines in motor sport?



Xavier Chimits

COLD SHOWER

«The C3 is a lot easier on its tyres than the C2, and with the qualifiers, even if it's hot, you can still put in three or four laps. Before, you did a lap and the tyre was in shreds."

A few minutes before the second practice session was over, Patrick Tambay was relaxing in the relative cool of one of the Ferrari garages; he had nothing but praise for his new car. On the eve, he'd had fuel feed problems on the very first lap and he hadn't been able to get the car properly set up until the morning. So what? There he was with the fastest time, 1'10''104, and the journalists were already gathering around him:

"I made a little mistake on my quick lap; I'm sure pole position will be under 1'09''50..."

The words had hardly crossed his lips when the loudspeaker announced that on his very last lap, Arnoux had put in a 1'09''462! Far from being unhappy, Patrick jumped with joy: *"I told you so, now we have an all red front row!* His shout was addressed to Dario Calzavara, Ferrari's press attaché, and the fact that he'd been shoved off pole position was totally without significance for him. The truth is that for some weeks now, Patrick's morale has been sky-high, and though driving a Grand Prix car is no light task, Tambay seems to do so with complete relaxation... A few minutes earlier, having carefully set up his prank with the staff at the FISA scales, Patrick had managed to make the monkish Marco Piccinini apoplectic by coming back to the pits with a fake weight certificate showing his car weighed only 537 kilos. The little 'curate of Maranello', as he's known, took off like a rocket towards the authorities, only to be met with mad laughter...

René Arnoux was much less openly joyful about his new Ferrari than Patrick, but no less satisfied:

"I had some trouble with my first set of tyres, which quickly blistered; but with the second set I had a perfectly clear lap and I could have done even better if I hadn't had some little trouble shifting from third to fourth. It's a very efficient car and phenomenally well-balanced; it brakes a lot better than the old model and it is much quicker into the fast curves: and that is going to be very important..."

After the race was over the next day, faces fell. Not that the Scudería had had a bad day, far from it. With a third and a fifth, the new car was obviously to the purple born. But Patrick had only nineteen laps in the lead before he succumbed first to Prost and then Piquet, and René, besides being ineluctably gobbled up by the same drivers some laps before his team-mate, had also been forced to yield to the attacks of de Cesaris and Mansell. Both had a problem in common: a lack of grip:

"Our cars were sliding around more and more and the tyres went off quickly, both before and after our scheduled pit stops. Luckily, these weren't the C2's or we would have been in even deeper trouble..."

Heavy heat and an ultra-fast circuit — practice averaged some 245 kph on the average — plus cars with little ground effect: it all points to the fact that the days when conventionally-built tyres can measure up to radials are past. It is a hard lesson for Goodyear, but as we all know, auto sport is an inexact science and the laws of chance play a major rôle in it: it may be a wholly different story at Hockenheim or Zeltweg. At Maranello, they're certainly hoping so and Piccinini, imploring the heavens, may well live up to his nickname...

LONGINES
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FIAT
GOODYEAR
GOODYEAR

Didier Braillon

EXTRA, EXTRA

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Newsweek
PIRELLI
17
VALVOLINE

PHILOSOPHICAL

To follow in the footsteps of Eliseo Salazar, Jean-Louis Schlesser and Jacques Villeneuve in trying to qualify the RAM March 831 for a Grand Prix might not be everyone's ideal way of making one's Grand Prix debut. But for 25 year old Ulsterman Kenny Acheson, the prospect of working with the keen if under-financed RAM team seemed an ideal opportunity. The question was simple: why not?

On Friday afternoon, the bitter pill of non-qualification was taken quite philosophically by both team and driver: they simply look forward to working with one another towards greater success in the upcoming Grands Prix.

It was less than a week before the British Grand Prix that Kenny Acheson knew that he was making the step up from the BMW-powered Maurer Formula two car which he's driving this year to the DFV-powered March. Mike Thackwell had expected to drive the March, but Kenny had come up with some money from his long-time supporters, the RMC Group, and the attractively-presented March was duly redecorated in their colours.

There was just time for a single, 150-mile test session at Donington for Kenny to adjust to the new car before going up the road from his Oxfordshire base to the nearby Silverstone circuit for the Grand Prix. As ever, Kenny had the enthusiastic support of his parents, Harry and Joy, brother Raymond and his pretty girlfriend Fiona. And on Thursday afternoon, while Fiona began to sew sponsor decals onto the new overalls to which Kenny had treated himself, the man himself spoke about his first impressions.

"What I need is some experience with Formula One power, and four practice sessions isn't really enough. Then in this first session, the engine was down on power, it kept cutting out, and we never got near this morning's times. I couldn't get any temperature in the tyres either. So we're going to change some things and go for more understeer which is what I think you need here." If he was disappointed, it didn't show. Asked how he found the other drivers, Kenny quipped: *"No, the quick guys weren't holding me up!"*

Overnight, the engine was changed to a well-used unit, but team manager Mick Ralph confided that their chances of qualifying were *"slim, but we knew that before we came."* By two o'clock that afternoon, it was all over and the March men were resigned to a Saturday off. But Kenny himself had lost none of his confidence. *"With a good engine, it would have been a lot closer. I still thought I could qualify this morning — you have to remain confident otherwise there's no point in doing it. I just need some experience and a good engine. There's no way it was any fault of the team's. John pushes you, it's good, and he runs a smarter team than Frank Williams did when he had a one car team.*

"But now I've got to learn. I'm not doing the Misano F2 race so that I can go testing at Zandvoort, and I want to spend some time at the factory and learn about roll-bars and springs and packers and that sort of thing. I want to be able to understand what happens when they do things to the car. I think we'll be qualifying for Grands Prix by the end of the year. It's harder to get off the bottom rung of the ladder, but once you do..."

Bob Constanduros

KNIGHT OF THE RUEFUL COUNTENANCE

Not a huge number of people penetrate to the inwardness of Nelson Piquet. Not that he is reclusive; he is merely a very private man, determined to be so, and not to yield to the pressures of the kind of public life that is expected of Formula One's superstars. For which, of course, he pays a penalty: the rancour of parts of the press towards him and his somewhat jaded status as an ex-champion of whom it is not certain that he will be champion again; and equally, of whom it is far from certain that he will not be.

But on race morning, none of that was visible. Chez Fila, Nelson was in one of this sunnier moods. In fact, he is a naturally easy-going person: not saturnine at all as his reputation makes him out. He was expansive about Silverstone: happy-apprehensive would be the right word. Happy because he loves the track: *"I love the speed of it, I love the solitude of it,"* he said. *"I love it that when you come out here to test, there is just your team and nothing else: just the rabbits and the trees."*

He went on to describe why, despite his love, he might feel some apprehension: *"On the short, tricky circuits, I've always been successful; but on the long, fast ones, it is another story. I don't know why it is."* He ventured a theory that he liked the challenge of the tricky ones, that his car was better set up for them, but he didn't seem convinced. In truth, it was a mystery. And one which he intended to solve. Today, if possible.

More surprising was that the past should be so much on his mind. He seemed to be reliving the accident to Villeneuve. His car was safe, he said; that wasn't true of all the others, not even of many. *"What I don't understand is that no driver came and spoke about what really happened to Gilles,"* he said. *"You know what happened?"* He then proceeded to describe the accident graphically: how the seat belt rode up and took Gilles by the neck. And why? *"Because they hadn't put washers on the anchoring points!"* Did I think that was how one ought to race? *"And Pironi,* he went on, *"I was the first to reach him at Hockenheim; the seat belt nearly took his arm off. I can't understand that if Gordon Murray can make my car safe, Ferrari can't do the same."*

After the race, in which he came in a fine second, Nelson, looking drained — no great feat when you seem to be made of a remnant of flesh and water — said he'd had no engine problems. *"The car was perfect all the way through the race."* He made it sound simple, but in fact, as he says, he had terrible problems with the traffic. *"I think Cheever must have jumped the start,"* he said. *"By the time the light turned green, he was already in front of me. Then I took some time to overtake Arnoux and Tambay, and two laps before my scheduled pit-stop, I lost seven seconds behind a group of three or four back-markers."* No sooner had he refuelled, than Boesel *"pulled out in front of me, and I lost another five seconds on that lap."* But the overall result, he thought, was positive: after all, he was still very much in the fight for the championship, not out of reach of Prost. But, like Tambay, he thought the onus was very much on him to catch up; and any man who, like Prost, has won three races in the season, is in a fair position to cut the cake the way he wants. And what could stop him? Not much. *"The car wasn't very quick on the straights,"* he said, *"maybe we had too much wing. But it is reliable and I think we look pretty good for the championship."* No rue there.

Keith Botsford

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THE ISLE OF MANSELL

A tax-haven in the Irish sea, his family, a status at Lotus that is a halfway house between past glories and future hopes, Nigel Mansell is himself torn between the good and the bad of his current situation: a veteran without many results, a man in middle career with difficult prospects, GPI found the British driver in cracking form.

by Keith Botsford

Mansell is an anti-hero. His British public has always been faithful to him: because he is British. The rest of the world has either lost interest or suspended judgment, alternatively blaming Lotus, which has put several bad years back-to-back or Mansell himself, who makes no great efforts to play the roles expected of the modern Formula One driver.

His house on the Isle of Man is very much what you would expect of the man: spacious, pleasant, very English, very middle-class, slightly fussy, open and much dominated by his wife, Roseanne, and by his ten-month-old daughter Chloe. Also by Nigel's paraphernalia, the inevitable accumulation of the visible signs of status: three cars, a BMW power-boat, the best golf clubs, a collection of tennis racquets worthy of Wimbledon, fishing tackie, hi-fi's, gadgets. Saint Erin itself is, for all that it's on the Isle of Man, quintessentially British: running to an older population, a richer population than most of England, but still sporting the same dowdyness that every English sea-side resort displays: tacky shops, beachfronts not built for the sun - though the sun was shining while we were there - a steam-engined railway line, 'amusements' that don't amuse the younger generations and a wild and lovely landscape that is what England ultimately means: wildness combining with cultivation to prettify and make genteel.

We had been out twice playing golf, at which Mansell is very close to a scratch player, possessed of fierce and accurate drives and an almost obsessive concentration; we had played a few sets of doubles, a game that he has not taken seriously; we had gone fishing and caught the odd pollock, Nigel's contribution being somewhat small; we had explored a little of the island and greeted all his neighbours who are also his friends and golf-partners; we had eaten good meals. He showed all the signs of being a happy man. As happy, that is, at it is possible to be when staring adversity in the face.

"This year just has to be a very patient year," he said. *"I think of it as a building of experience: I build experience for the good times which I am sure are to come; they are just round the corner. I'm a firm believer in experience, for which there is no substitute. Thus, though I've had a very hard time this past year, I consider the experience positive. It will stand by me in the better times to come."*
As we all know, Nigel's Lotus has hardly been an outstanding performer this year; nor brillant last year. But last year at least Mansell ran equally with his team-mate. This year, he has been relegated to the Cosworth-engined car while Elio de Angelis has 'enjoyed' the Renault-powered car. And, as he quite rightly says : *"When you drive an uncompetitive car, it's very hard on both myself and the team. There have been times when we've had trouble even qualifying. To be below twentieth on the grid is not exactly comforting.*

Nigel chalks it up to experience, allright. And he can define why he thinks experience is useful. But is that enough for him? *"A relatively inexperienced driver can get into a good car and go quickly: but can he go quickly for a whole race? Can he save his tyres, his gear-box, can he finish? As long as the car's been mechanically sound, I've been able to finish. But no, just gaining the experience isn't enough. The present situation is frustrating. Detroit was my best race; must be, since I picked up a point. I drove the car to its limit and kept it at its limit. Of course*

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John Player
Nigel Mansell
Mansell
John

How rich a sport is depends greatly on the variety of the men who race in it. In this wise, Nigel Mansell, a fine driver and a fine father, adds to the charm of F-1. To talk of Nigel and not to invoke his family, his secret garden, is to understand nothing of the deeply human dimension to the man. (photos: D. Winter and DPPI)

I wanted to go a lot quicker, but the tyres and the car couldn't stand it: whenever I tried, it lost grip. So I kept the car going. That's experience.

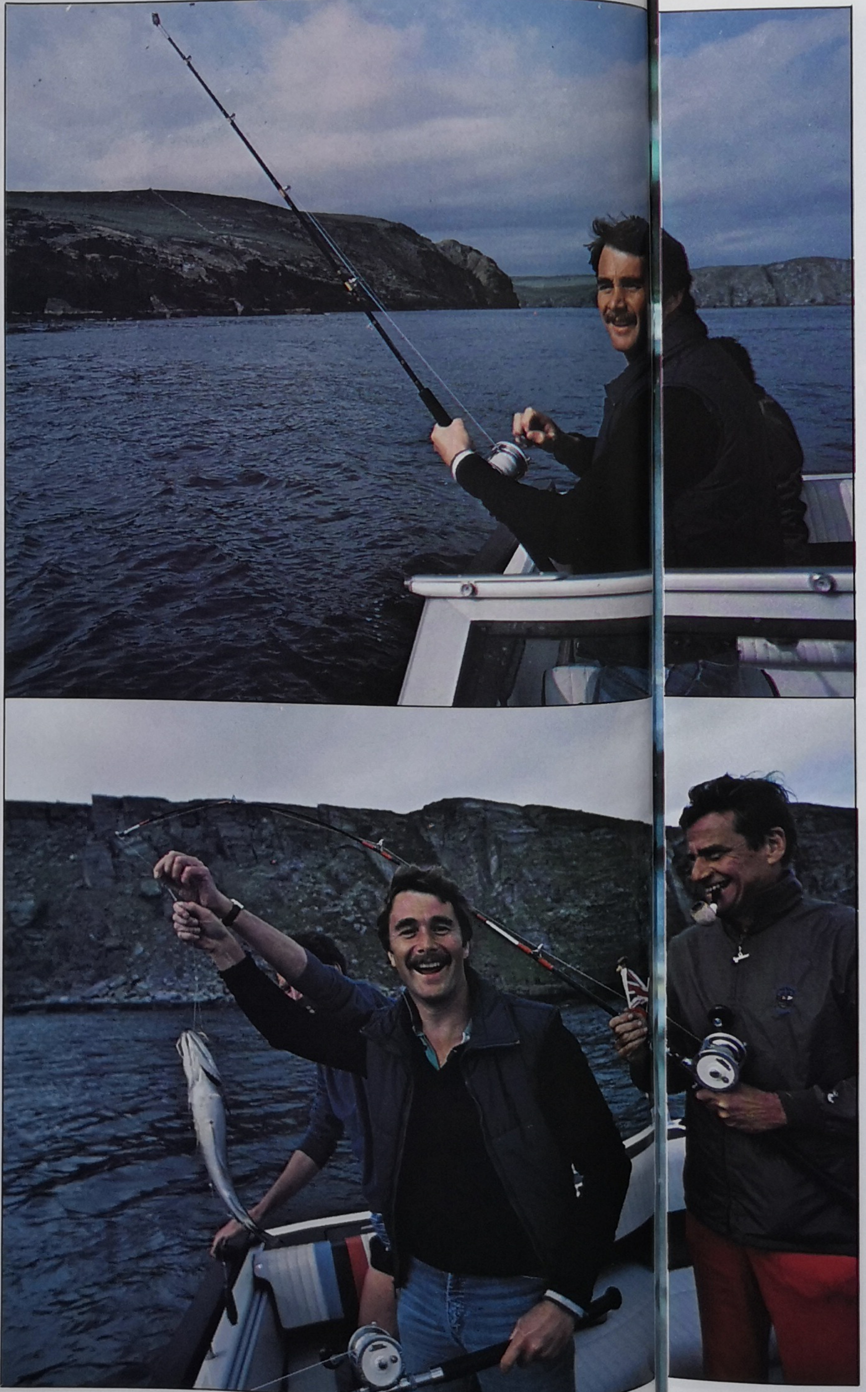
'Experience is also cover. You know what to do in any given situation. And finally, experience is about being patient. Niki, and Watson and Laffite: they've all been around a long time; Niki's been world champion twice, the others haven't had the results they might have, but they're ready for the opportunity. When it all comes right, then they'll show their potential."

Though he obviously identifies with them, there is of course a difference between those three and Nigel; they inhabit a part of the world of Formula One which it is hard to penetrate. Talk to some drivers and they will tell you that the real 'veterans' no longer frighten them; they are no longer really trying in the same way as those who, like Nigel, have fewer solid results to back them up. *"I understand that about champions,"* said Nigel. *"After all, winning the championship means you've done a great deal; you don't have that much left to prove. But I think of them as patient drivers, drivers waiting for their opportunity, like myself. Until you get some victories and the championship, I think you push like crazy. But then look at Keke: he's been a great champion, he's driving harder than ever, he's not holding back."*

Nigel's been in racing less long then those three, he's also been unusually tied to one team, to Lotus: because he signed a three-year contract when he joined them. Has that been a hindrance, limiting him to a team at a period when that team is not competitive? *"I wanted to get into F1 badly, so I signed a three-year contract, when I would have preferred a one-year contract. But if you consider the investment a team makes, I think it's normal to ask a driver to stay on. You've got to be loyal. Colin often explained to me, just as Jackie Stewart's often said, that the first two years in F1 you are learning; it is in the third year that you're supposed to come into your own. Ken Tyrrell said that about Pironi and it was true. Over the years, Lotus have sunk something like 8 million pounds in Elio and myself. I think we owe them something for that, 8 million pounds is a lot of experience.*

"It's not perfect, though. If the car's good, you can show your potential more quickly. Ours hasn't been. But 1981 was a very good year for me. The car was still good and competitive and it was the year Goodyear pulled out and we were all competing on level terms with the same tyres, there was no bullshit. Everyone knew where he stood. For me, the 1981 races were the best in my career. You had different cars, but you were on the same rubber; it was man-to-man. But in 1982 the tyre war started again and though both Elio and I have proved that Pirelli makes quick qualifying tyres, it's not been the same with our race tyres. They ought to get some spies inside Goodyear and Michelin to find out what makes them so much better."

The truth is, these past two years have been traumatic years for Lotus. Mansell ascribes the trauma to two factors: the banning of the Lotus 88 into which Colin Chapman had sunk much of his racing ingenuity, and then Colin's death, from which Lotus has taken a long time to recover.



Nigel Mansell couldn't resist challenging editor Keith Botsford to an outing to fish in the rich waters of the Irish Sea. Nigel did not come back empty-handed: no more than he did from the British Grand Prix. (photos: D. Winter)

"Lotus had spent a lot of time and money developing the 88," he says. *"What happened to it is a sad story, and an unjust one. It should not have been banned without a trial - the Brabham fan-car at least ran once. But people were afraid the 88 might be quick and they jumped on it. In fact, both Elio and I tested it, and it was only marginally quicker than the regular car; but the truth is, it had so much development potential in it.*

"Then again, the regulation changes have not been favourable. The chassis has become very important for mechanical grip and when you look back at Lotus' championship year with Mario, the fact is that Colin had given that car so much downforce, it didn't need a perfect chassis. Thus, when the new regulations came into force, we had invested too much in downforce and not enough in chassis development. By the time the rest had caught up to us, we were falling behind. But that was Colin's way of racing: to come up, like Ferrari with their engines, with some inbuilt advantage. That was what the 88 was all about. Mind you, I'm not sure it was a wonder car in all respects. I'm for the simple road in development. I like cars you can change an engine in quickly and set up quickly. The 88 was a very clever idea, but it was so complicated. Too complicated."

Nigel was very much Colin's boy. Colin had wanted an English driver and Mansell was it. From the start, the two men got along very well and Mansell is still devoted to his memory. He said to a television interviewer once that when a man was possessed of so many qualities as Chapman was, there was little you could add to his portrait; his tremendous charisma, the force of his personality, perhaps. But the man himself was elusive. If he had any defects, according to Nigel, who was grudging in his answer, it was *"that when he went in one particular direction, he put all his efforts in that one direction: until that task was performed, nothing else got done."* He describes Colin as the *"dynamite"* in Lotus, the man who took all the decisions: *"It frustrated him not to get the whole package right, I think. And although he was a miracle worker at times, he couldn't do it all the time. If you push too much in one direction and don't get the rest done, that's frustrating."*

But he will not admit to any weak spots in the man's character. *"I really don't think Colin had any vulnerable areas,"* Nigel says. *"Perhaps Lotus were a little overconfident that they could always find something new that the other teams hadn't discovered. These last years, everyone's been after some new marvellous design. But since I came into racing, the truth is that the gap has narrowed. There are now a lot of teams with brilliant engineers and designers. Where in the old days it might take six months to copy someone else's new idea, it now only takes two weeks. Thus, everyone has caught up with everyone else. To spend all your time on the new instead of working on your car, detailing it and getting it neat and tidy quickly, can lead to a lot of wasted effort."*

The two men resemble eath other in a number of ways: they are both arrogant, in the sense of knowing their own powers and not fearing to take short-cuts. One would think that would lead to difficulties. In fact, the contrary was true. According to Mansell, Chapman was a patient explainer. *"That was part of his greatness,"* Mansell says. *"He really talked things out and he knew how to listen. On time in 1981 I had to manipulate and twist Colin's arm to get him not to run the wider wheelbased car at Monaco. Finally, he yielded and I was proved right, luckily, and he altered Elio's car to my specifications. If Colin hadn't been there, I wouldn't have got anywhere. He had this capacity for taking decisions. That went missing when Colin died."*

Oddly enough - for Chapman was certainly not an easy man to get along with - Nigel can find nothing wrong in his hero. Which says something about his own character, as about Chapman's. *"Everything was good about him,"* Mansell says. *"I think unless you look very hard for something wrong in a good person, there isn't much you can find."* Obviously, Nigel didn't look very hard, for no man is perfect. But possibly, too, their shared Englishness, their shared absolute devotion to the sport, made it unlikely - even had Mansell a more curious mind - that either would look beyond their strictly professional relationship. The basis is, as Mansell says: *"Chapman put me where I am today. When a person has done that for you and for your career - even though my career may have been in limbo for two years - that's tremendous. I shall never be able to repay him."*

You could argue that to spend the whole of your driving life with one team diminishes some part of invention; it creates a familial atmosphere that takes the edge off competition. Jacques Laffite, for instance, was arguing strongly about the new zest he had found moving to Williams after all his years at Ligier. For the moment, Mansell doesn't even want to think along those lines. *"If you start thinking about next year halfway through the season, even if it only occupies twenty percent of your mind, it takes something off your performance."*

Like every driver, he is always the optimist. If he doesn't think of moving, it has to be because he has some fund of faith in the future of Lotus. The new car at Silverstone, his first ride in the turbo, obviously give him some cause. And particularly the presence of Gérard Ducarrouge. *"It's like a breath of fresh air,"* he says. *"I've worked with him just one half-day, but I'm already all fired up"*. Again, you might expect some difficulties, but no: *"It's like going off the first tee with someone or playing the first few holes; you quickly enough find out if the man knows his stuff. Gérard talks to me as a driver would. He's taken the team in hand, he runs it the way Colin did, and he's decided to put all his efforts into the chassis which is where we are weak."*

There is a streak of stubborness in Nigel, a sort of bullishness, and you sometimes feel that, having made his mind up, he's not likely to change it. He cites Carlos Reutemann as an example of why he shouldn't think of moving: *"Look at Car-*

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los," he says, *"always moving - at Ferrari, at Williams - the year before they win the championship. I've had three years with Lotus and I'd like to be with them when they win the championship. They've got to have a world champion in the next few years and I want it to be me."*
Meanwhile, it is doldrum time. A Sargasso Sea, becalmed. How does that weigh on him? *"You try hard, but you know deep down you're not going to win - though I've thought I had a chance or two this season, especially at Detroit. But if you know that in your heart, that you're not going to win, then you're in the wilderness. Fortunately for my ego, there are a lot of Cosworth teams in the same boat. If it ever reached the time of just making up the numbers on the grid, I guess I'd give up."*

One presses, one insists. Surely things can't be all that easy at Lotus? He had his troubles with Elio. He was disappointed that Elio was given the turbo and not him. *"I don't deny that,"* he says. *"All I know is, I have a contract that says I'm the number one driver. But I'll tell you, Elio also has a contract that says he's the number one driver. How did that come about? I think is was because Elio's contract was up and Colin wanted to keep him. Elio had a good race in Austria last year and I was injured. Colin may have thought I'd not be fit enough to drive the turbo. Or he thought Renault would come up with enough engines for us both to have turbos. They didn't. It was certainly difficult to come to terms with, but I decided after two days of thought - that there was nothing I could do about it. I'm a professional driver, I'm paid to drive and it's my job to take whatever equipment I'm given and do the best I can with it."*

Brave words, but no real solace: not for a proud man convinced of his own worth. *"When I look back on it,"* he says, *"I have no bad feelings. I wanted the turbo, yes; now I'm going to get it."* Possibly it wasn't handled as well or as diplomatically as it might have been. Nigel is convinced that had he not had his accident in Canada - the pain was considerable - he would have been preferred over Elio. But all that is in the past. *"Suddenly Colin wasn't with us any more. He was my man. I accepted the situation totally. Also it's done me good. It's taught me the virtue of patience."*
But what if Lotus does not suddenly blossom into a winner? What if Ducarrouge doesn't get the chassis right by the end of the year when Nigel's contract is up? (This was two weeks before Silverstone, which changed everthing. Or did it?) *"One has to assess that at the end of each year."* Has he had other offers? *"Yes, I've had a good offer - after a couple of good races. When Keke won at Monaco, Ferrari was on the telephone at once, would he drive for them next year? In motor racing, you're only remembered for your last race. No one's memory goes back behind that. Luckily, some people have longer memories than that. We have a new manager, a new chief engineer, a new car. I don't think we're too cozy. Certainly, Elio and I aren't cozy. And you don't get cozy when you have to change six sets of tyres, as I had to do in Montreal. That was the most undrivable car I've ever had. It's an experience any team could do without.*
"Allright, it was a bit Colin's technique to set one person against another, that's how he thought he got the best out of people, and I think that's healthy in some ways. It's not like that now. The will is in me to win races. I want to become the next world chamion, the next English *world champion. You don't give up an any race until you pass the chequered flag and you find out you've come in sixth or worse.*
"Frankly, the easiest thing in the world is to kid yourself. You can kid everyone else, but you shouldn't be able to kid yourself. If you do, you haven't got much chance for the future, and I'm the sort of man - I like to think I am - who knows when he's made a mistake and who is willing to admit it."
We went back to that 'English' bit. For Nigel is very English. Very Midlands English. Flat-vowelled, tough, determined, hard-working English. Becoming an English champion is, he says, just about the hardest thing to do in motor racing: *"Because in England, I don't know why, there just doesn't seem to be the finance and support for young drivers there is in other countries. The French and Italians back their drivers and, as a result, it's highly likely there'll be a French world champion for the first time this year. But in England, what is there? Myself, Derek Warwick and John Watson. Three... or rather two and a half Englishmen."* But he admits to being a *"flag-waving sort of Englishman. People say I've left the country, but that's rubbish. The Isle of Man is still very much English. I'm not British, you know, I'm English. Pure in thought and mind."*

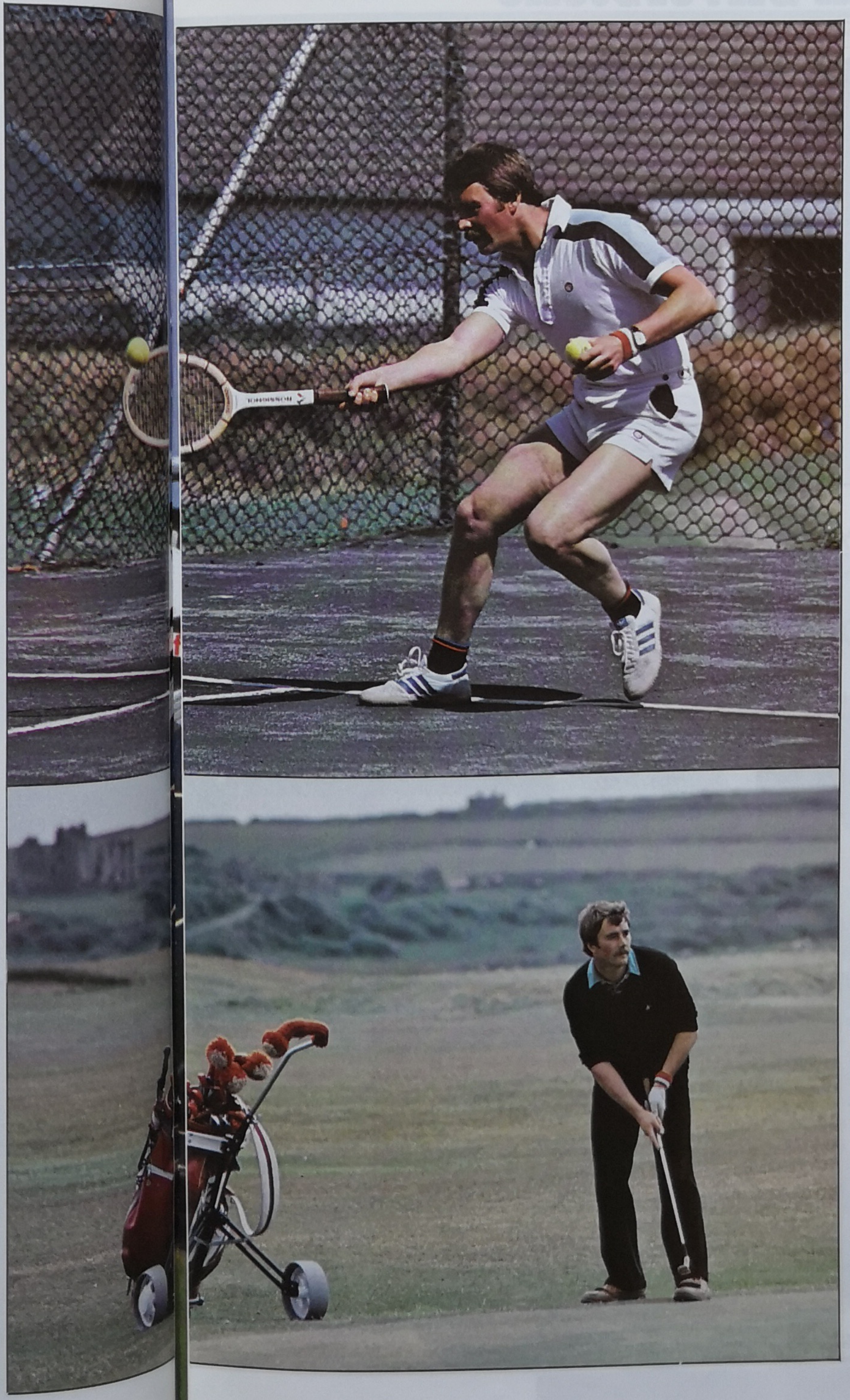
In his own way, then, a natural? Not really. Play golf or tennis with him, or fish or do anything else we did in those two days, and you realize that the main component in Nigel's character is bulldog tenacity, courage, determination, a stubborness that does not allow him to give up, a striving after perfection which he achieves almost against the grain. And when he started, he knew it would not be easy. *"I think the wisest thing we did,"* he says - he always uses the 'we' when Roseanne is in the room, as though to indicate the commonality of purpose that is so strongly evident in their way of life - *"is that we didn't put a term to our involment... I didn't think F1 would be as hard to crack as it's turned out to be. When in 1978 we sold everything we had to get into motor racing, we didn't say, let's try it for a while. There was no term to it. We sold off everything and plunged in. I thought, if I don't sponsor myself, who's going to sponsor me? You have to have faith in yourself."*

And his wife chimes in: *"It was definitely a gamble,"* she says calmly. To which he adds: *"Even if it was a certainty ! But it was hard. It's not enough just to win in the lower formulas,"* he says. *"You have to prove something. You have to take the chance with both hands. I could name a few drivers who've had the chance and haven't taken it. You've got to do more than an average job, you've got to show the boss that there's something special in you, that you're in the mould of the great drivers of the past he may once have raced. The differences between myself and some is determination, not holding anything back. When you start, you can't afford to hold anything back, you've got to give 150 percent all the time. I still do."*
There is an image of Mansell about. Not to put too fine a point on it, he can be dour, he lacks visible *joie-de-vivre,* a sense of play; he is thick-set, muscular, tight-lipped; his moustache bristles, he yields nothing easily. The image has been a problem. The British press has been kind - it is a fiercely nationalistic press - the foreign press has been less so. *"I know what you're talking about."* Mansell admits. *"But the only image I'm interested in is the beautiful daughter I have, Chloe Margaret Mansell, who walks and sort of talks - she has a three-word vocabulary - who loves her mummy and her daddy, that's me, she's part of me and part of my lovely wife."*

Which is a long way from the glamour and money associated with the sport. It's not a champion's image. Champions are not homebodies and don't babble about their kiddies. Nigel does: more credit to him. *"Money and glamour are not me. I'm not that sort of person. I'm a loving family man. I don't conform to the image of F1 and I don't feel I have to conform to it. I don't conform to anything I don't want to. That isn't to say that I'm sour or I won't do the public relations part of my job: talking to people and so on. But as to swanning around Monte Carlo or staying up in night clubs until three or four in the morning, leaving my wife behind and carrying a fresh bird on my arm, that's not me. I'm a happily married man and I don't need to do it. I don't knock those who do..."*

That isn't true, for there is a Puritan inside Mansell: an early-to-bed and early-to-rise hard-headedness. Which includes firm notions of what is right and what is wrong. Especially in professional terms. *"If I have the image of a happily married man who does his own thing, I'm happy with that image. That's the way I shall be when I'm world champion. You won't find me changing."*

Hard not to beleve that. In an insecure world, which F1 is, full of insecure kids, show-offs and manifold immaturities, a secure home base is a help and a compensation. *"If you're a driver in F1,"* Mansell argues. *"and you're candid and honest with yourself, you know you can go out any time, to test, practise or race, and your career can end through no fault of your own. And at the end of any year, depending on your results, you can still be out in the cold. I'm well aware of these facts. But can't think of any race or practice in which I haven't given 110 percent. That's what being a pro is all about. The difficult thing for me is that I may just love the sport too much, I love to drive too much, and that's where the frustration comes in. In that case, should you fail, it is good to have something to fall back on."*
An obdurate character, Mansell. Admitting to no fear, no doubt, no pessimism, no criticism (except of himself). That is the kind of security he derives from the real strengths in his life: which is a shared life, an old-fashioned life, not an other-directed life, not a piece of tinsel. As he says, and who can doubt it, *"I have a very pleasant life to fall back on. You've seen how pleasant and how relaxed."* Indeed I had. ☐

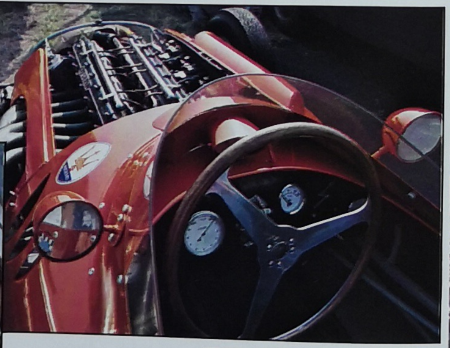


Like a number of his peers, Mansell is no cack-handed artist, be it with racquet or golf club. Thus armed, he displays the same qualities as he has shown in his F-1 career: tenacity, self-confidence and the search for perfection. Tell me how you wield a golf club and I'll tell you who you are. (photos: D. Winter)

Postcard from Silverstone

Planet of the Tambays

75 years between them, but Teddy Yip Jr is clearly his father's boy



British humour is still in good shape

"Suppose we started two laps up...?"

THE MG METRO
Canon
CAMERAS · COPIERS

Marlboro British Grand Prix
RACE POSITIONS
LAPS BEHIND LEADER

These Arrows are red...

THE ELITE MOTOR SPORTS MAGAZINE
Grand·Prix
UNIPART
Allen Berg
Grand·Prix

An ice Berg in the dog days

NEW YORK
1983
DIJON
1983
LAS VEGAS, CAESARS PALA
1983
Marlboro
WORLD CHAMPIONSHIP TEAM
Marlboro
WORLD CHAMPIONSHIP TEAM
Marlbo
WORLD CHAMPIONSHIP TE

Hey Mr. Marlboro, isn't there a mistake here?

Ma
Britis
MICHELIN
HARIBO
CHAMPIO
RENAULT
FILA
Santal
Parmalat

ELITISM

Alain Prost, Nelson Piquet, Patrick Tambay: the hierarchy on the podium reflects the provisional standings in the world championship. 39 points for Renault, 33 for Brabham and 31 for Ferrari; this human élite is based on technical superiority. On the fast tracks, it is now obligatory to have a turbo.
(Photo: B. Asset)

Marlboro
Grand Prix
CHAMPION
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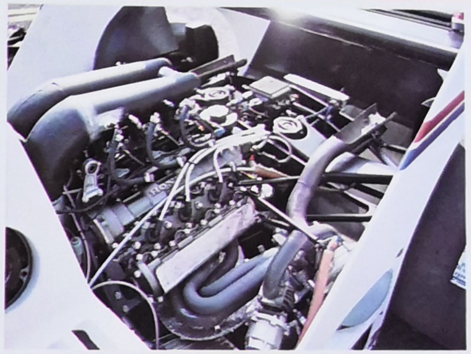
ish Grand Pri
MOËT

Marlboro
S.Johansson
FINLANDIA
POWERED by
HONDA
40
GOODYEAR
Shell Oi



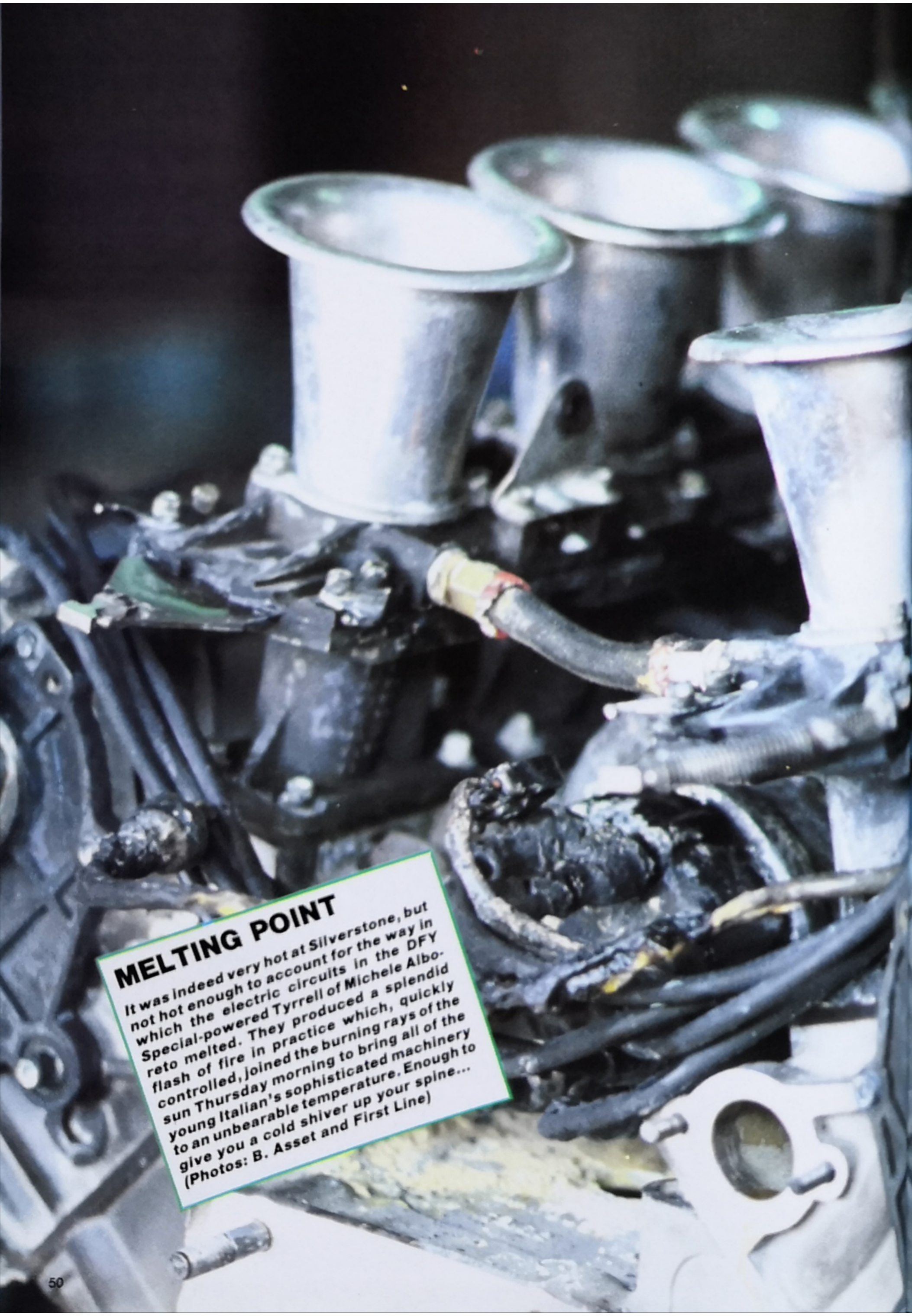
ORIENT EXPRESS

Returning to the world championship after an absence of thirteen years, the Japanese barely had a chance to breathe. The dog days were on them and the tiny turbo-driven Honda handled with much passion by Stefan Johansson was having terrible teething problems. There is a lot to do to guarantee reliability and only when that's done will the 'Orient Express' be able to undertake longer journeys...
(Photos: E. Vargiolu/DPPI)

"DUCA SUPERSTAR"

Building a brand-new car in five weeks was something that had never been done in the whole long history of F1. But at Lotus and under the direction of Gérard Ducarouge, the feat had been performed. Best and quickest in untimed practice and during the warm-up and starting on the second row, the splendid Renault-powered 94T of Elio de Angelis might well have imposed itself on the race. A turbo decided otherwise but the 'Duca Superstar' legend was taking off into the wild blue yonder.

(Photos: B. Asset)



MELTING POINT

It was indeed very hot at Silverstone, but not hot enough to account for the way in which the electric circuits in the DFY Special-powered Tyrrell of Michele Alboreto melted. They produced a splendid flash of fire in practice which, quickly controlled, joined the burning rays of the sun Thursday morning to bring all of the young Italian's sophisticated machinery to an unbearable temperature. Enough to give you a cold shiver up your spine... (Photos: B. Asset and First Line)

benetton
GOODYEAR

parmalat
FILA
MICHELIN

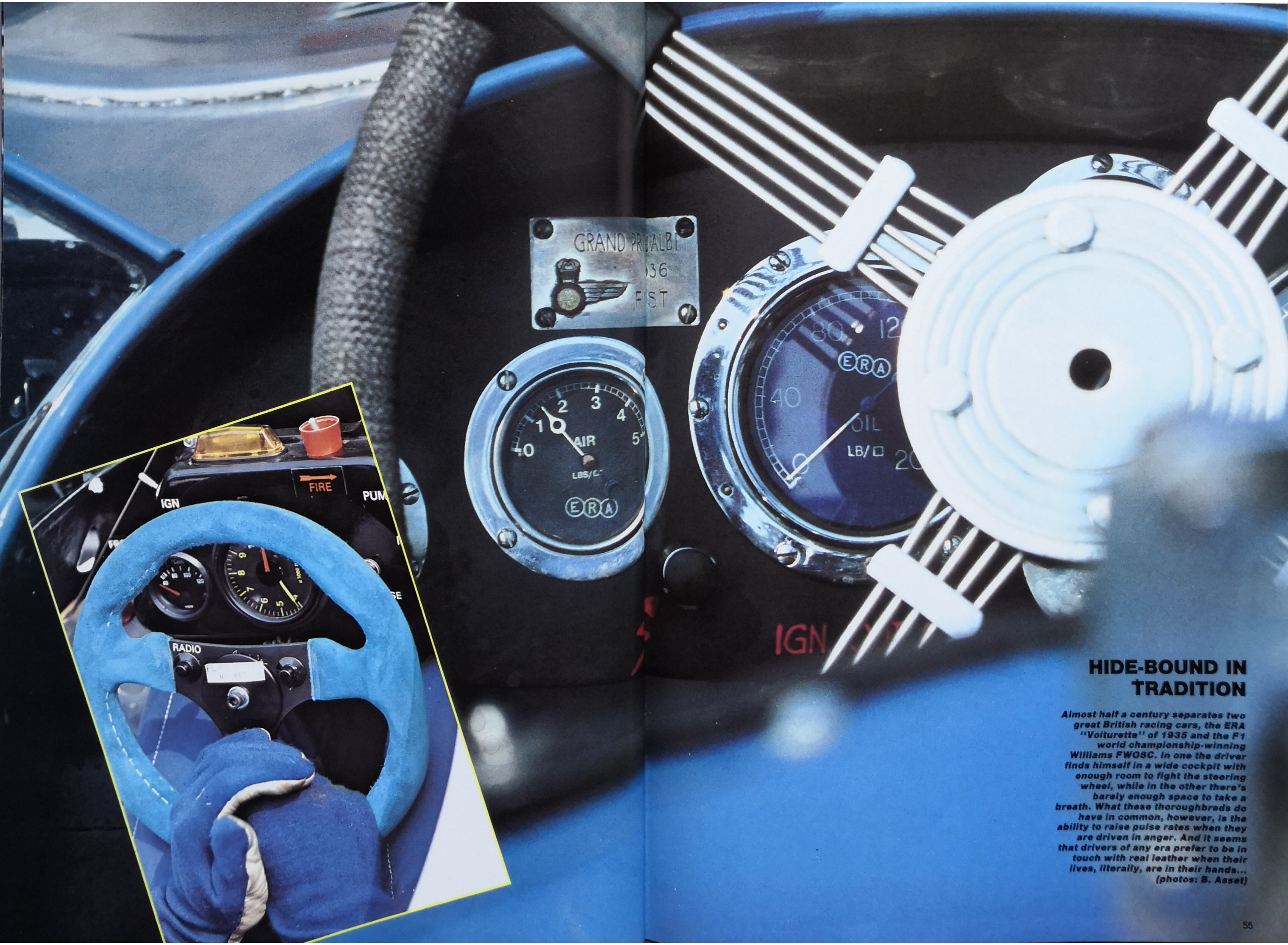
TAG
GOODYEAR

RENAULT elf
elf
15
FERODO

REFUELLING FEVER

Of the 26 cars which started the race, 20 were on half-tanks. The craze for mid-race refuelling now seems to be an accepted procedure, one which both FISA and FOCA are anxious to continue next year. The impressive set-pieces safely staged in the pit lane by Brabham, Williams, Renault and Ligier at Silverstone will, no doubt, offer them encouragement. (photos: B. Asset and DPPI).

elf
elf
GITANES


GRAND PRIX ALBI
1936
FST
AIR
LBS/□"
ERA
OIL
LB/□
IGN
FIRE
PUMP
IGN
RADIO

HIDE-BOUND IN TRADITION

Almost half a century separates two great British racing cars, the ERA "Voiturette" of 1935 and the F1 world championship-winning Williams FW08C. In one the driver finds himself in a wide cockpit with enough room to fight the steering wheel, while in the other there's barely enough space to take a breath. What these thoroughbreds do have in common, however, is the ability to raise pulse rates when they are driven in anger. And it seems that drivers of any era prefer to be in touch with real leather when their lives, literally, are in their hands... (photos: B. Asset)

IMPLACABLE SOLITUDE

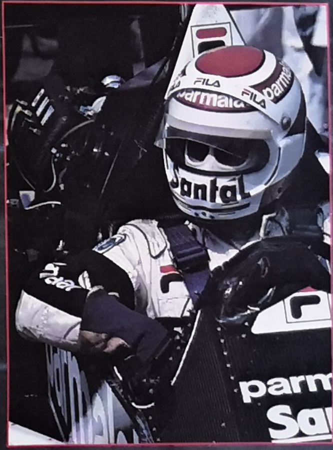
A cloudless and merciless sky, tarmac like a mirage, the fans heaped up in their metal stands like scaffolding, a broad circuit incomparably fast: the one-time military airport at Silverstone had taken on all the airs and graces of a temple to auto sport, transported to the Far West. That made the man cooped up in his cockpit all the more solitary, and Keke Rosberg was one of those who learned how to be humble by seeing how big it all was. (Photo: B. Asset)

parmalat
Santal
Castrol
5
MICHELIN

MIRROR IMAGE

Having started the season with a great win in Brazil, Bernie Ecclestone's Brabham-BMW team embarked on the second helf of the 1983 season with a rather complicated visual "tease": as suggested by the title, Bernie had arranged for his newly re-bodied "B" versions of the immaculate BT52 chassis to be painted blue where they used to be white, and vice-versa. It must have been a long and difficult decision to make for the FOCA boss, who is notorious for being far more fussy about the state of the paintwork on his cars than he ever is about how well they fare in official practice...

(photos: T. Bovy/DPPI and B. Asset)



FILA
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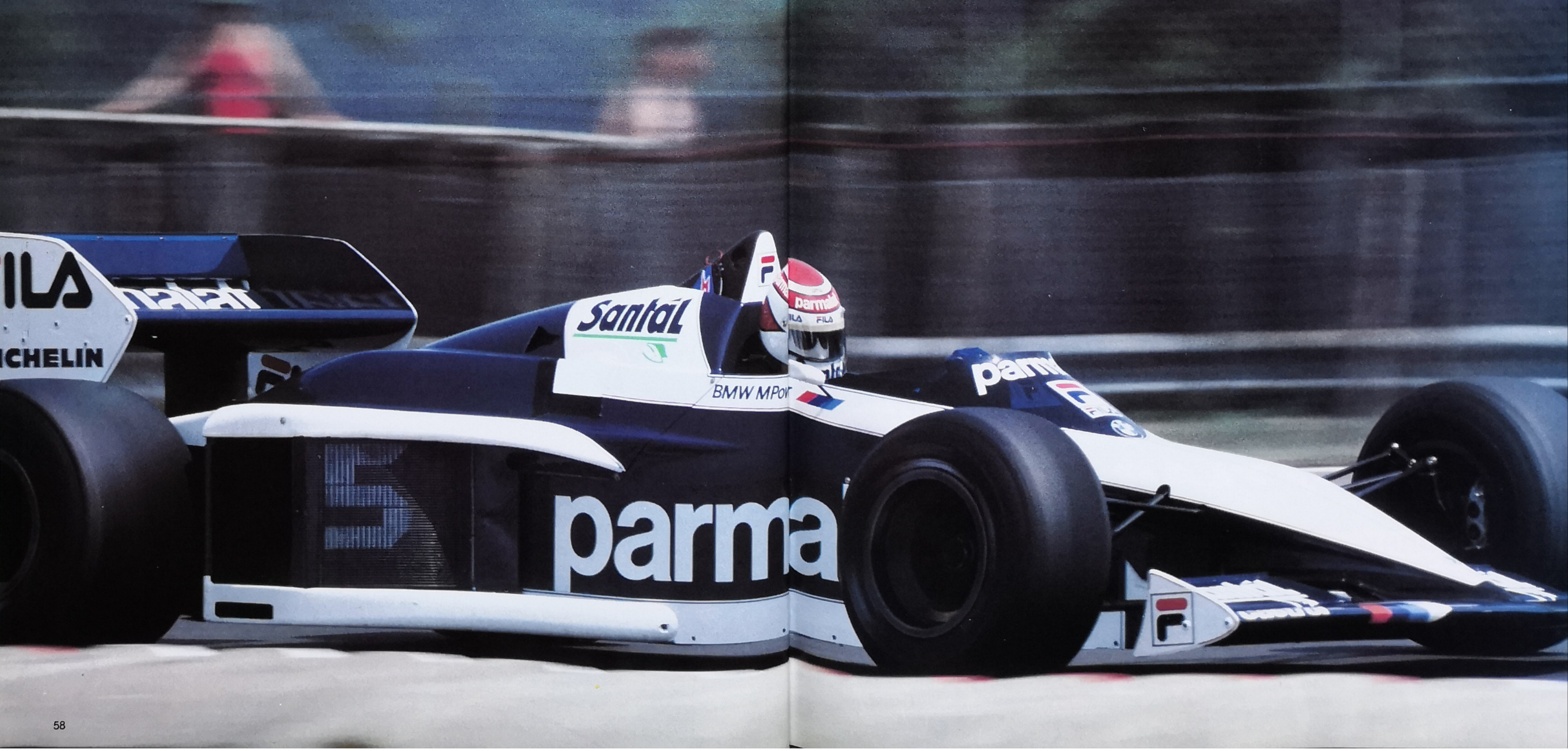

FILA
MICHELIN
Santal
BMW MPo
parmalat

LONGINES
LONGINES
Agip
28
MAGNETI MARELLI
olivetti
GOODYEAR
GOODYEAR
Marlboro
FIAT
GOODYEAR

IN A HURRY

René Arnoux demonstrated yet again at Silverstone that he is the king of the pole positions. First time out "in anger" with the amazingly well-sorted brand new C3 version of the Ferrari 126, Arnoux racked up the 18th pole of his five-year F1 career. That one thrilling lap also made Silverstone, at over 152 mph, the world's fastest GP circuit in present use (photos: T. Bovy/DPPI and B. Asset)

PATIENCE

Sixth and a lap behind the winner, Nike Lauda's McLaren Cosworth took the uncontested top spot in the second division, the atmospheric cars. There is no way these can compete with the turbos on a quick circuit and the Austrian ace, in this respect just like John Watson, impatiently awaits the days when he can take the start at a grand prix with the TAG Porsche engine. For the time being, humility and resignation arehis lot.

(Photos : E. Vargiolu/DPPI and B. Asset)

8
Marlboro
Marlboro

ONE MAN BAND

In an English village near the Midlands city of Northampton, one man has spent the past few weeks designing and drawing the car on which rest the survival hopes of a Formula One team 700 miles away in Italy. That man is Tony Southgate, freelance racing car designer, and the team is Osella Racing of Turin. Southgate's new Osella, powered by a 3-litre Alfa Romeo V12 engine was seen in public for the first time at Silverstone last week. It is by far the most important car ever to carry Enzo Osella's name, for its performance in the remaining GPs of the year will decide his team's future. Success means that Osella will be given turbocharged Alfa Romeo engines for 1984, while failure is a possibility that nobody likes to consider...

by Bob Constanduros

Of the many jarring contrasts in the world of motor racing there cannot be many that are as distinct as the one between the noise of the race track and the tranquility of a drawing office. Tony Southgate's home, not far from Cosworth Engineering headquarters at Northampton, seems a long, long way from the scream of engines. It's difficult to believe that racing cars are the product of this quiet refuge, which is at its most attractive in the summertime. The flowers glow in the garden, the lawns are neatly mown and the trees sway in the gentle breeze to reveal occasional glimpses of the ancient local church. The most disturbing sound comes from the birds as they dash from tree to tree.

In the drawing office itself at the back of this house, Tony Southgate has been far busier for the past two months than he ever expected to be. At the beginning of March he anticipated a busy season looking after the fortunes of the Group C car which he had designed to carry Ford's name in this year's endurance races. When Ford unexpectedly withdrew its support from the Group C programme, he was just one of several dozen men who faced the immediate prospect of being unemployed.

But Tony Southgate doesn't stay unemployed for long. Just as a job with Theodore Racing followed his split from Arrows at the end of 1980, and in much the same way as the Ford project followed the Theodore venture, so Osella engaged him to help put their name back on the racing map.

Southgate, in fact, is unique, for he is the only designer working in Formula One as a freelance, without permanent links to one team. It was not always so, for at the age of 43 he has spent 22 years in racing, mostly with major teams. He started in 1962, like so many others, at Lola Cars. He then moved to Brabham (in the pre-Ecclestone days when Jack was still in charge) and returned for two years to Lola. By 1967 he was designing Dan Gurney's F1 and Indy Eagles in California, returning in 1969 to join BRM, where his elegant monocoques gave that ill-fated team its last true taste of glory, with cars that won races for Rodriguez, Siffert, Gethin and Beltoise. By 1973 he was with the newly-established Shadow team, before accepting a 15-month contract at Lotus in mid-1977.

Then it was back to Shadow (*"the first big mistake of my life"*) before the notorious 1980 breakaway, led by Jack Oliver, to form Arrows (*"the second big mistake of my life"*). He has worked purely as a freelance since leaving Arrows in 1980.

There's now a lot of F1 history staring down from the photos and drawings on the walls of Tony's office: various Shadows and several Arrows, the 1981 Theodore, occasional BRMs and even the still-born Ford. When Tony wrote his own life story recently for use in an Osella press release, it stretched to five pages... and he completely forgot to mention the "Brabham period."

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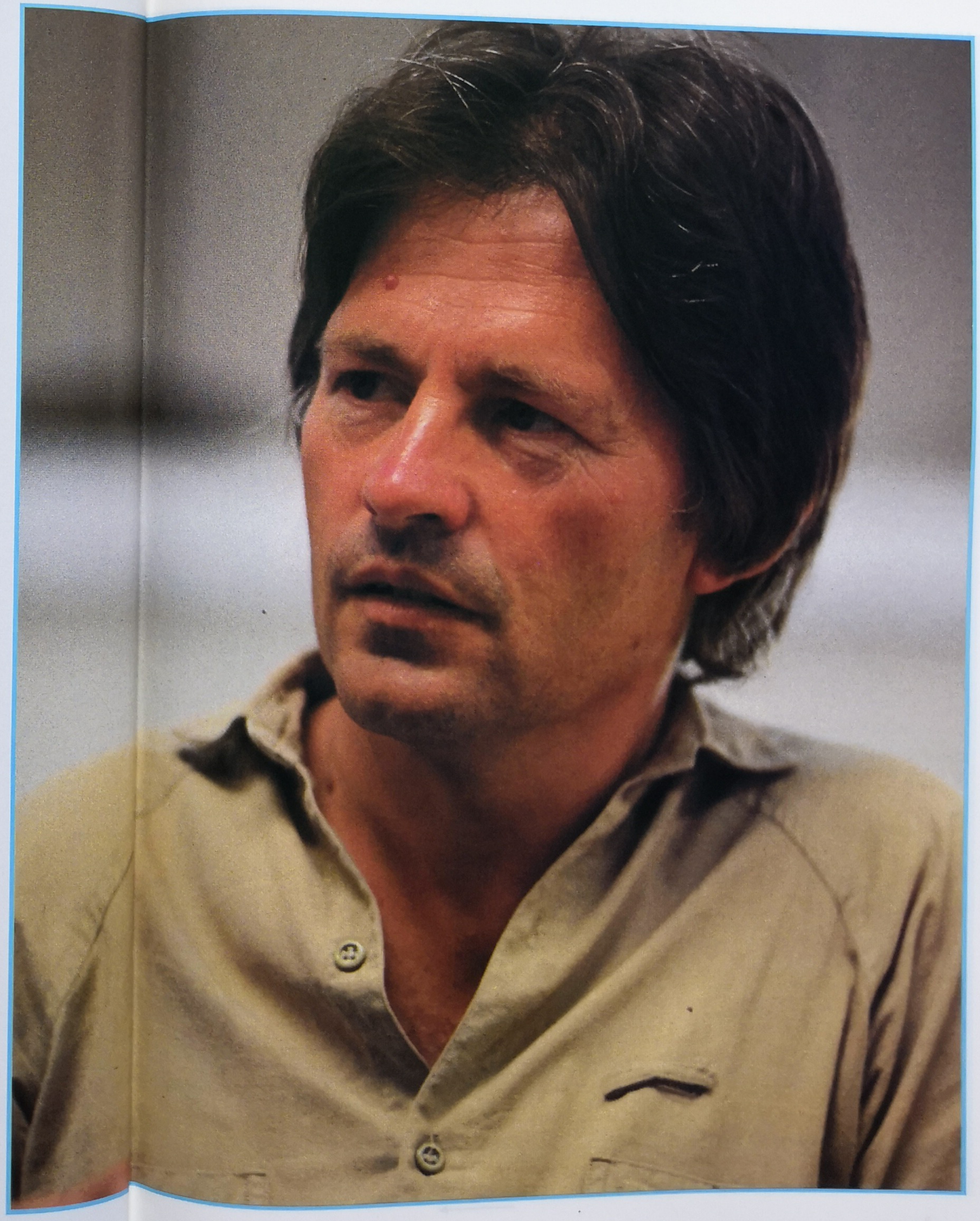


Having spent 22 of his 43 years at the pinnacle of the sport, it is no surprise to find Tony Southgate taking a careful assessment of the F1 situation. Now that he's working with the smaller teams, he can afford to be realistic. (photo: D. Winter)

After so many years it's only comparatively recently that Tony has found what makes racing genuinely enjoyable for him.

"When I split from Arrows after three years I realised that I was bored. There had always been restrictions on the configuration of the cars that I was allowed to design. After years of working to strict financial budgets I wanted to branch out and design something that I wanted, not the accountants. I realised after the split with Arrows that it was probably the best thing that had happened to me for years.

However, the first thing that he noticed about 1980/81 was that no teams had any money. *"It was right in the middle of the recession. I came home, painted the house, dug the garden and had a week or two doing nothing. Then I designed a little kid's racing motor-cycle, which I still have lying around. I had also been offered a couple of deals. One, oddly enough, was with Lotus... but deep down, I didn't really want to go back.*

"Then along came Teddy Yip saying that he'd put up a million dollars for a car and team for the season; not a massive amount by any standards, but he was the only bloke actually to come up with any money. Well, we built the car for £17,500 and, in the end, we got Patrick Tambay to drive it. Patrick was great. But he wasn't being paid, so when Ligier made him an offer, he left. Until then it was great. We actually used to laugh!" Suddenly, one realised that Tony was enjoying his work. Apart from competition, it was, after all these years, possible to enjoy racing. *"It was more enjoyable than it had been for years; a very pleasant change, because Arrows is quite a serious team. But there was quite a lot of job satisfaction working for Theodore because Patrick was often in the running with the bigger teams. When you're running sixth in a little outfit like that, it's the equivalent of winning a race."*

That's one of Tony's satisfactions of being a freelance designer: enjoying his racing, and he has some sharp comments about teams which are so governed by big budget sponsorship that motor racing is no longer fun. *"Look at Lotus. They go to a race and expect to win. If they're second, they're sad even though the points are useful. They're miserable if they finish sixth. It's no longer enjoyable and that's typical of the bigger teams. I enjoy being the underdog with the smaller teams."*

It's easy for a freelance journalist to talk to a freelance racing car designer because, as we discovered, the life is very similar. The over-riding fear is a shortage of work. *"Yes, it's a bit worrying isn't it?"* says Tony with a laugh. *"But you can have a variety of work and you do as you please. You don't have to work nine to five in somebody else's creepy office every day of the week. I get bored if there's too much routine."*

What might be more worrying is the lack of security. Tony and his wife Sue have two daughters, but even the lack of security doesn't seem to worry him. *"Racing has always been precarious -- and up to now I've never lost a penny. I've been making a living like this, working for various people, for the past 22 years so I would have thought that I could carry on. At this moment, with the right facility, I could have two or three projects going and that's quite attractive. Some idiot phoned from America the other day and wanted a road version of a Formula One car. And these people talk as though they've got money. The only thing you do know is that you will not get Frank Williams phoning you up; only the lesser-known people."*

Nevertheless, after two years of freelance designing with only a limited number of clients, the signs are that Southgate will be expanding his business. He has formed a new company in association with his friend John Thompson, one of Britain's best-known racing car fabricators, indeed the same John Thompson to whom Ferrari turned in 1972 when Mauro Forghieri wanted to build his first true monocoque chassis.

"The company is called Auto Racing Technology Ltd. We have a workshop of about 2,500 square feet, only ten minutes' drive from my home. Originally we planned to build the Ford Group C cars there, because Ford's original order was for ten cars -- and that's a lot. The order was later dropped to five, but we still needed premises at which to build them. When the Group C programme was finally dropped altogether we had this racing shop ready, but nothing to put in it."

A few days before Silverstone the ART premises echoed to the Italian accents of the Osella men. Like many other F1 chassis (including the latest Spirit-Honda), the monocoques themselves are built at Thompson's company, TC Prototypes, only 250 yards away. This is true "Cottage industry" in the best traditions of British racing, but it comes a a surprise in 1983 to find that Thompson's workshop dœsn't even have a double door. Wide monocoques have to be carried out on the sides...

Watching the Osella mechanics working at the ART premises, Southgate reflected that his contribution to the new venture is only half a complete car. Normally, these days, a designer would be responsible for all the suspension and probably also for the gearbox casing, which carries some of the suspension loads. *"But we started with the Alfa Romeo V12 engine complete with its gearbox, which is a mixture of Hewland and Alfa parts. I was also given the original Alfa Romeo rear suspension (from the 182) and the original oil tank. It's quite a smart little carbonfibre thing: there's no way you could build one that's lighter. We also used several other Alfa parts like the wheels and brakes. I started drawing it in April and I suppose there are around 80 different drawings, plus the lay-outs. I take as many short-cuts as possible, I'm pretty good at that now, but I have to draw the whole thing alone because there is only me. You can knock off some of the detail drawings in about 15 minutes and then they are printed, duplicated, and I have to do that myself; in all, it probably takes 30 minutes per drawing. So there's a lot of drawing. But we also have to find out where everything has to be made as well and go round and chase it up."*

Tony Southgate is thus probably the most complete designer in Formula One. The big teams have an army of designers and draughtsmen: *"some of the major continental so-called stars of designing never even pick up a pencil. They're mainly self-*

→

Tony Southgate and John Thompson, two experienced men whose friendship and abilities have naturally brought them together. The first fruits of their new partnership were to have been the Group C Ford sports cars: Ford's withdrawal, however, has enabled them to help the struggling Osella team. (photo: D. Winter)

taught, so they're not very good at it. I've thought of hiring a detailer to draw some of the smaller stuff, but then I'd have to pay him..." Like most freelancers, Tony worries about overheads.

And of course, he has to work to a budget: *"I've never worked with a team that has said money or time is no object. Lotus said that their budget was £800,000, which was quite a lot of money in those days, but we went through a financial crisis halfway through the year and they said we'd overspent. It was pretty drastic. They even cancelled the racing newspaper which the team members received every week!*

"But I feel that working to a budget is a challenge. I started with Lolas and worked there for five years making production racing cars where cost is very important, so you tended to fabricate everything and use mild steel where you might have used something more exotic. This kind of thinking tends to sink in. Some teams couldn't design to a budget: some of the continentals use poorly designed bits made of titanium which cost the earth, where as they would weigh the same if they were better engineered and made of steel.

"Nowadays, the people who employ me are the smaller, cheaper teams because the big teams have so much money that they have vast staffs. I think the Theodores of this world get much better value for money than the McLarens for instance. But gone are the days when a major team would hire a freelance designer for a one or two year project. Lotus only hired me to get them out of the mire. At the start of 1976, their cars weren't even qualifying, and at the end of the year, they won a race. But now my work is with the back-of-grid teams -- and I'm not sad about it.

"I believe that I've still got some original ideas to offer: you'll agree when you see the front suspension of the Osella-Alfa. But the opportunities these days for a designer to produce a genuinely revolutionary new car are non-existent, because no one can afford to take the gamble. We are forced to design something conventional.

"When I was at Arrow (Tony doesn't pronounce the "S", which stood for "Southgate") *I did a lot of aerodynamic reasearch into the car that became the AI. It was a very peculiar shapè, but the figures we saw in the wind tunnel were fantastic: 50 per cent more downforce, for example. When I told Jackie Oliver and Alan Rees what I had found, they told me to go ahead and build it. But it turned out to be a very impractical racing car: too many gimmicks. The engine was mounted at an angle, the suspension was very unusual, and the rear end of the bodywork was completely enclosed. It didn't have any conventional wings, either. Oddly enough, the Lotus 80 which came out the same year -- also without wings -- didn't work either.*

"The trouble with unusual racing cars is that they need a lot of time and development before they're sorted out. The Lotus 72 was originally like that, and they persevered with it successfully, but there haven't been many unconventional cars since then which have been allowed to be developed completely."

Southgate still wonders what turn his career might have taken if it hadn't been for those "two big mistakes." What would have happened, for exemple, if he had stayed at Shadow instead of going to Arrows? For one thing, he would never have been involved in that most famous of Formula 1 legal disputes, one which involved a week of expensive court hearings in London as learned men in wigs and black robes discussed uprights and understeer, monocoques and malfeasances.

The case revolved around the question of who owned the design copyright to various parts which appeared to be common to both the Shadow and the Arrows. *"One day I was designing a Shadow and the next day I was working on the Arrows. Since I belived that the Shadow was the best car to design it was obvious that the Arrow(s) was going to be the same. If there had been a month or two between them, then they might have been different because of new developments. But overnight, that wasn't the situation. I could either camouflage the fact that they were the same cars or draw something completely different and if I did that, it would mean that I didn't know what I was doing in the first place. That's why the cars were so similar.*

"Then there was the question of copyright. My lawyer said it was my copyright, but the judge decided that if Don Nichols of Shadow had paid for it to be designed, then it was his copyright. The situation became a bit farcical when Nichols claimed that there were 117 items on the car that were his copyright; castings, body panels, even standard fittings and Aeroquip stuff. In the end, we gave him back all the items that contravened the copyright.

"The moral was that the last thing you do is get involved in any sort of litigation. Don was quite within his rights to bring that action. I don't blame him at all, not that it helped either party. It virtually destroyed Shadow and just got Arrows off to a bad start, from which they might never recover."

The 'phone went and it was Italy. Despite the Get by in Italian cassettes that Tony listens to in his car in an attempt to learn the language, English is still the language in which team and designer communicate. In some ways, he appreciates his new team. *"They have a superb one mile test track, excellent facilities and a 20,000 square foot factory, four times bigger than Theodore's. But they're not organised. I showed them a sort of family tree of how an English team is run, and that was entirely new to them. But the Italians are racers at heart, and when we go testing at the Alfa Romeo track at Balocco, everything stops, even for Osella. It's an amazing thing, but I've probably designed more cars with unusual engine configurations than anyone else. I did the BRM V12, the Eagle V12, the Matra-engined Shadow, the Shadow turbo Canam car, so actually designing this Alfa hasn't been a problem at all.*

When you're a freelance F1 designer, inevitably there are slack periods, Tony Southgate busied himself between two projects with designing a mini-motorbike for kids who are as young at heart as he himself is. (photo: D. Winter)

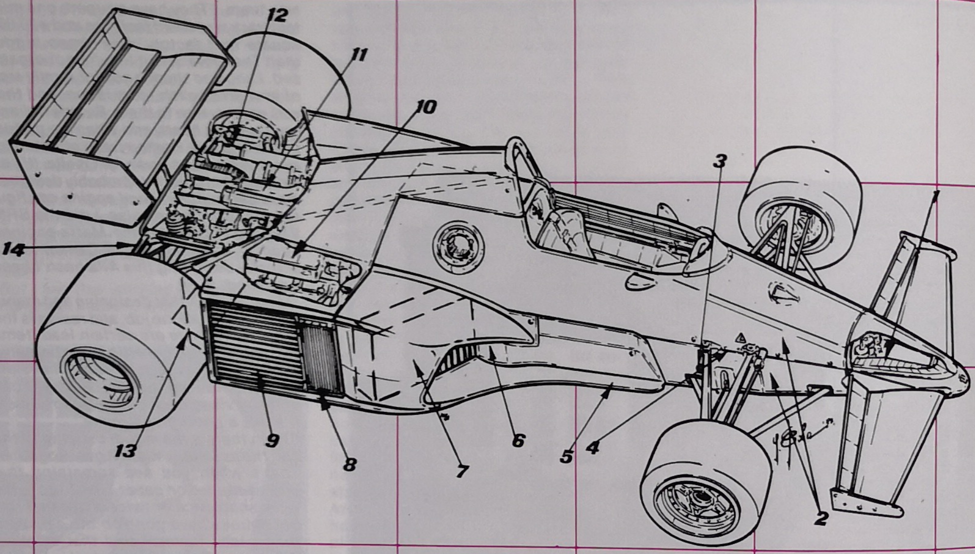
"I tend to think that designing and manufacturing is half the job, and racing is the other half. There are certain lead items that you draw first which have to be manufactured so they're done early. That's the best bit, drawing the car, because I can actually visualise it before anyone else. It's like a photograph to me.

"Then there's the actual building of the car, the assembly when it goes together. That's when you see something that you've created on paper. I like to go to the work shop once or twice a week so that big chunks have gone on the car and it progresses faster. I find that exciting. When the car's all finished off is the real peak, the ultimate satisfaction.

"But then running becomes a worry. You're always wondering did I make that part strong enough? but I usually did! However many times you've seen one of your cars running for the first time, there's still the worry. There are certain things that you listen out for: if the driver doesn't say certain things, then you've really got a problem. But then other things that may appear to be major problems can be easily solved. After an hour, you begin to feel more at ease.

"It's worrying with Osella. I wouldn't like Osella not to be successful this year and not get the turbo engine for next. It's crazy really. At present they're sometimes only a second slower than McLaren in qualifying, but for that extra second, Osella are considered rubbish. McLaren makes the excuses, but Osella just get put down as a back-of-grid team."

Behind Tony as he spoke were drawers full of drawings of Ford's aborted C100, the Theodore and Osella. These drawings, which could well be the subject of yet another copyright case if Tony misused them (which he's not about to do, particularly in Ford's case), reveal that he is still an enthusiast for racing, but they also reveal the cross-section of his work. *"I enjoy being a genuine freelance where you float around. That way, you don't get involved in the big rat race with the big sponsors and the big time. It's more enjoyable, you don't have time to lose your enthusiasm. I'm not sure if I'd accept a deal to get involved in a project from one of the big league. I don't think I'd earn more money and I'd just get a load more aggravation, because there's so much more pressure to retain sponsors. The only thing is that you get more prestige. You don't get a lot of prestige working for the Osellas of this world. If you draw a sports car for Ford, people understand that. You need a Ford in between the Osellas and Theodores to keep you in business."* ☐



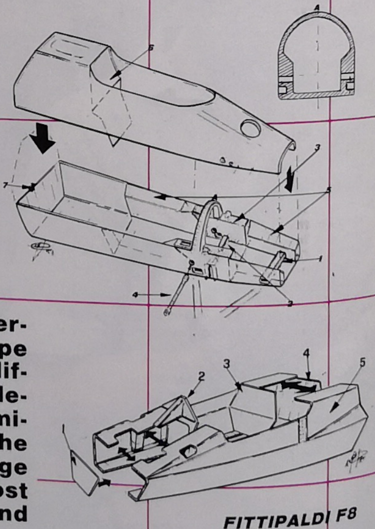
FERRARI 126C3

Outwardly similar to the previous C2, the latest Ferrati to be powered by the Scuderia's powerful type 126 twin turbocharger V6 engine is, in fact, very different. It's the first car in the history of the Scuderia to dispense altogether with at least some aluminium for its chassis construction in favour of the light, strong kevlar composites. This space-age material is not unlike the carbonfibre used by most other leading teams, albeit different chemically and structurally superior.

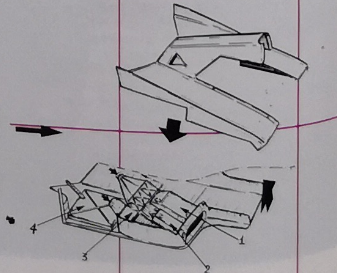
D.B.

CHANGES MADE TO THE 126C3 FOR SILVERSTONE

The sidepods of the C3, together ith the original intercoolers and a different layout of some accessories, were removed and replaced by similar items from the C2. This was because of some overheating troubles during pre-race testing which are expected to be resolved very soon. Note (1) the placing of the tank which contains water for emulsifying with the fuel to prevent predetonation in the high compression cylinder heads; (2) the electronic ignition; (3) the C2-type intercooler, and (4) the oil Catch-tank.



FITTIPALDI F8



FERRARI 126C3

(1): *deformable structure, made from kevlar.*
(2): *the monocoque tub is created by joining two "half shells," an upper and a lower, with adhesives. The C2 was formed from a "left" and a "right" shell.*
(3): *to adjust the front roll bar there is a hatch provided low down, alongside an onboard fire extinguisher bottle.*
(4): *the upper wishbones for the front suspension are now mounted directly into the chassis, instead of using metal mounting plates like those on the C2.*
(5): *in order to comply with the wording of the flat-bottom regulations, plates are mounted underneath the tub to blank out the mirrors when viewed from below.*
(6): *a swelling on the side reveals the placing inside of the tank which contains the water which is emulsified with the fuel before injection and combustion.*
(7): *the intercoolers are mounted askew: the sidepods which are retained to accomodate them have been noticeably shortened.*
(8): *oil cooler.*
(9): *radiator (water).*
(10): *electronic "black box" on the right side of the engine bay.*
(11): *new arrangement of the turbochargers' wastegate exhaust.*
(12): *short deflector plates are fitted behind the exhaust in order to avoid the hot gases damaging the turbo accessories.*
(13): *the rear aerodynamic profiles are much shorter than on the C2, but the principle is exactly the same.*

BASIC PRINCIPLES OF C3 CHASSIS CONSTRUCTION

In contrast with the previous type C2 Ferrari 126, the C3 starts life as one "upper" and one "lower" shell instead of "left" and "right." The idea dates back to the honeycomb monocoque Fittipaldi F8 (see inset) which Ferrari's chassis engineer, Dr Harvey Postlethwaite, designed when he was with the Brazilian team. Unlike the monocoques of most other carbonfibre cars, which are made from material of a fixed thickness (eg the ATS), the Ferrari is built of different thicknesses depending on the requirements of each section. Final assembly is also a new procedure: the two halves are first bolted together, then glued and cured in Ferrari's own full-size autoclave (oven).

(1): *internal strengthening at the pick-up for the front lower wishbone (rear).*
(2): *internal strengthening at the pick-up for the front lower wishbone (front).*
(3): *cast stiffening bulkhead, with its shape picked out by the section at the top right of the drawing.*
(4): *roll bar access hatch.*
(5): *longitudinal stiffening rods moulded into the chassis. Unlike most of the rest of the car (which is kevlar), these are made of carbon fibre.*
(6): *rear fuel tank bulkhead.*
(7): *rear engine bulkhead, on to which the 1500cc Ferrari V6 is mounted.*

TYPE 126 CHASSIS DEVELOPMENT

Chassis 49, 50 and 51 (A): *original 1981 specification, with spaceframe chassis. Note (1) the mounting of the front suspension rocker, and (2) the mounting points for the lower wishbones* **Chassis 52, 53 and 54 (B):** *new for Imola 1981 was this wider, strengthened front section (2), together with added protection for the footbox (1). The rocker-arm suspension has been replaced by wishbones, mounted on titanium plates (3)*

Chassis 49B, 50B and 51B (C): *the front has been strengthened and widened even more (1). The mounting points of the front suspension (2) have also been strengthened.*

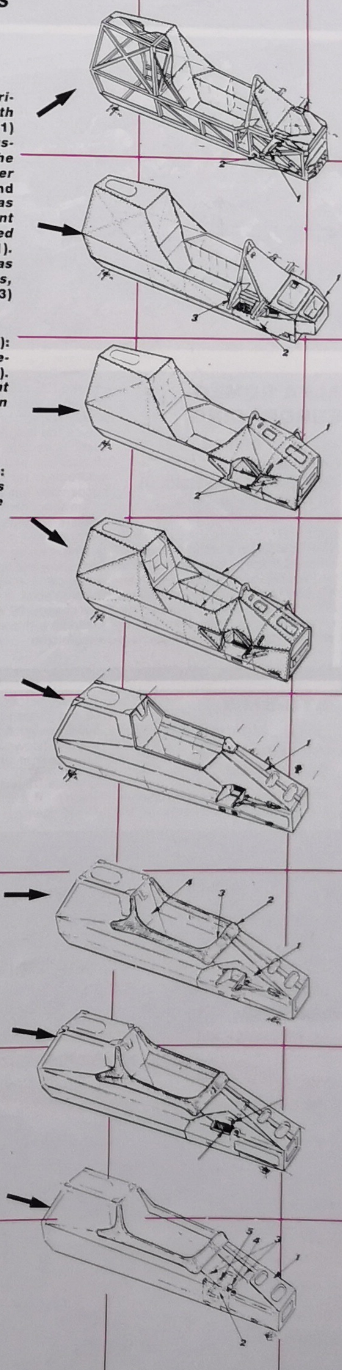
Chassis 49B, 50B and 51B (D): *for Ricard 1981 the cockpit was stiffened by increasing the height of the monocoque (1).*

New monocoques 55, 56, 57, 58 and 59 (E): *following the arrival of British engineer Doctor Harvey Postlethwaite, Ferrari produces its first true monocoque, to be raced in 1982. It is built up of a mixture of aluminium and honeycomb sheet, bolted up from "left" and "right" half-shells as shown in (1).*

Monocoques 57 and 59 (F): *after Villeneuve's fatal accident during practice for the 1982 Belgian GP, Ferrari engineers undertake a chassis strengthening exercise, using the carbon fibre cladding shown in (2). The cockpit and fuel cell bulkheads are (3) and (4). The outer skin at (1) is of double thickness.*

Monocoques 60 and 61 (G): *new front suspension, with upper wishbones replacing the original Postlethwaite rocker arms, appears at Detroit in 1982. The castings which hold the suspension mountings are mounted at (1), while (2) is the hole through which the anti-roll bar (outlined) is adjusted.*

Monocoques 62, 63, 64 and 65 (H): *final version of the C2, as seen at the beginning of 1983, with all access hatches blanked off. There is additional strengthening (1), no access to the roll bar (2), and the upper wishbones are mounted at (3). The steering arm emerges at (4) and the roll bar is shown at (5), in outline. It was with this specification of car that Ferrari won GPs earlier this year at Imola and Montreal, before replacing it with the C3 for Silverstone.*



Cockpits

by Giorgio Piola and Didier Braillon

ALFA ROMEO-EURORACING

183T/03 : Andrea de Cesaris (I)
183T/04 : Mauro Baldi (I)
183T/05 : T-car

The T-car (05) is a brand new chassis, built to the same specifications as the 183T in previous races. Chassis 03 and 04, however, have been modified due to a useful reduction in the fuel consumption of the Autodelta V8 turbo. These changes have allowed 225 litres tanks to be fitted instead of 250 litre, as a result of which it has been possible to reduce the height of the bag tank itself, lower the top deck of the monocoque and thus smooth the airflow on to the rear wing. The rear suspension has also been revised by the adoption of slightly different chassis mounts, re-worked geometry and new pick-up points on the gearbox casing. The race cars also had newer and larger turbocharger waste-gates, which now stick out of the side pods. It looks as though a new chassis, 06, will be seen at Hockenheim with completely new front suspension.

ATS-BMW

D6/03 : Manfred Winkelhock (D)
D6/02 : T-car

Winkelhock used the third D6 chassis, completed at Bicester on the Tuesday before qualifying. Chassis 02 and 03 are claimed to be on the 540 kg weight limit: both were fitted with the "down and under" exhaust arrangement first seen in Detroit.

Chassis 01 has now become the team's "R & D" car: it will not be raced again.

ARROWS-COSWORTH

A6/4 (2) : Marc Surer (CH)
A6/5 (3) : Thierry Boutsen (B)
A6/1 : T-car

As promised, there was a re-skinned monocoque for Boutsen, to the same stiffened-up specification which Surer had used in the three previous GPs. Previously numbered "2" and "3", the two "reconditioned" chassis now have gearbox oil coolers, mounted level with the suspension on the left side of the chassis. For the Friday morning session the engine covers were fitted with air boxes instead of the usual flush-grilled air intakes, and on Saturday they both raced with the air boxes.

BRABHAM-BMW

BT52/5 : Nelson Piquet (BR)
BT52/4 : Riccardo Patrese (I)
BT52/3 : T-car

Chassis BT52/4 and BT52/5 were new for Silverstone. New bodywork was the most noticeable change, however, with a shorter nose cone and different delta wings, the latter with revised flaps. The engine covers are now rounder and lower. To make the cars more noticeable, the blue and white sponsors's colours have been reversed, with parts that used to blue now white, and vice versa.

Santal
MICHELIN

LIGIER-COSWORTH

JS21/04 : Jean-Pierre Jarier (F)
JS21/02 : Raul Boesel (BR)
JS21/03 : T-car

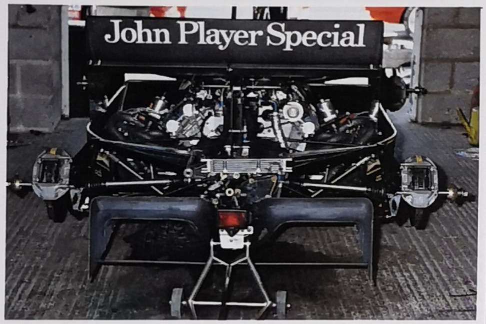
Contrary to statements by Ligier that his cars would be using conventional steel springs, the JS21s at Silverstone were running the familiar Citroën-developed hydraulic suspension. A "normal" coil spring set-up, using modified front suspension links and completely new rear wishbones, had recently been tested, but it was decided not to use it. For the fast circuits the Ligiers have now been set up using small rear wings without the side extensions.

FERRARI

126C3/067 : Patrick Tambay (F)
126C3/066 : René Arnoux (F)
126C2/065 : Tambay T-car
126C2/064 : Arnoux T-car

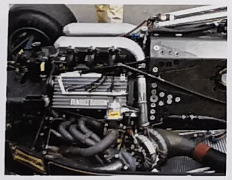
The C3 version of the 126 and its kevlar monocoque is fully illustrated in our double page feature by Giorgio Piola. The two C3s at Silverstone, however, had been fitted since the pre-race tests with the sidepods of the previous C2. This change, introduced in order to reduce engine temperatures, had the effect of making the new cars virtually indistinguishable from the old ones: the C2 sidepods enabled the earlier (and larger) intercoolers to be fitted, but required the tank containing water for the secret AGIP/Ferrari water injection system to be altered. It was placed level with the air intake visible on the right hand side pod.
Finally, in order to reduce drag on the faster circuits, the rear wings of the C3s don't have the ugly (but widely copied) side extensions seen earlier in the year.

GOODYEAR
27

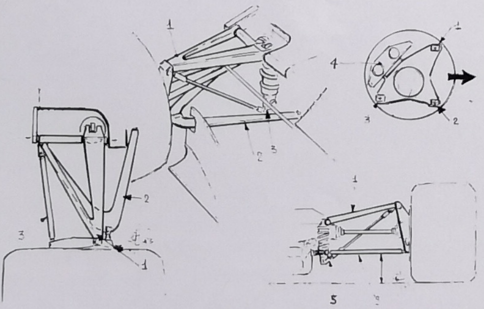


LOTUS-RENAULT

94T/1 : Elio de Angelis (I)
94T/2 : Nigel
Mansell (GB)
93T/1 : de Angelis T-car
93T/2 : Mansell T-car



In the record time of five weeks, Lotus's new Chief Designer Gérard Ducarouge had supervised the construction of two new cars, type-numbered 94, based on last year's type 91 (94T/1 from 91/8 and 94T/2 from 91/7). Only the external composite skin of the old chassis (which started life as the ill-fated type 88s) has been retained: new bulkheads have been required in order to mount new suspension at the front and the Renault V6 turbo engine at the rear. The front suspension, in fact, follows the 92 style, with upper rockers and the original uprights. The rear suspension is completely different, however, with one pick-up point at the top and two at the bottom of the uprights. The upper rocker is a very simple design, while the suspension mounting at the bottom is unusually high, in order to accomodate one-into-four "spaghetti" exhaust of the controversial type used until recently by the works Renaults. Aerodynamically, the rear of the car is a mixture of Alfa Romeo (at the top) and Renault influences, although Ducarouge has some changes planned in this area. At 560 kgs the Renaults are currently 20 kg over the limit, but for Hockenheim there should be a 15 kg saving (three with lighter exhausts, plus 12 for lighter wheels). Since they are still using bag tanks intended for Cosworth engines, neither 94T has sufficient range to cover a GP distance non-stop, although this is of academic interest only in view of the team's commitment to mid-race pit stops.



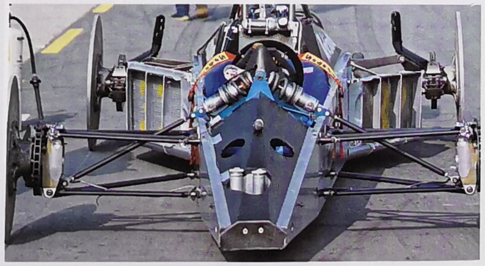
An important part of the 94T's suspension design is the deliberate placing of the lower wishbones well clear of the ground. These three drawings show the rear end as seen from behind, above and three-quarter front, together with a sketch of the all-new upright itself: note (1) the upper rocker arm; (2) the lower wishbone and its mounting on the upright; (3) the lower wishbone and its mounting on the upright, and (4) the brake caliper.

McLAREN-COSWORTH

MP4-1C/08 : John
Watson (GB)
MP4-1C/07 : Niki
Lauda (A)
MP4-1C/06 : T-car

UNIPART
Marlboro

Although the MP4 "hack" chassis with the Porsche-designed V6 turbo engine sponsored by Techniques d'Avant-Garde (TAG) has already done several hundred miles of "one hundred per cent reliable" testing at Weissach, it was not at Silverstone for the race. It will, however, be testing there on the Wednesday after the British GP. Despite their days being numbered, however, the faithful MP4 chassis have been improved by alterations in the shape of the sidepod air intakes and by strengthening of the rear suspension. There is a revised pull-rod and a stiffening plate on the upright itself. Lastly, for the first time the McLarens were to be seen with refuelling nozzles, and in the race they became the last of the "major" teams to adopt the fuel-and-tyres technique at half distance.



OSELLA-ALFA ROMEO

FA1E/03 : Corrado Fabi (I)
FA1E/02 : Piercarlo
Ghinzani (I)
FA1E/01 : T-car

The new Osella FA1E designed by Tony Southgate around an aluminium-and-carbonfibre monocoque was fully described in the previous edition of GPI. For Silverstone there were two of the latest cars, although the chassis of the second was late being delivered by fabricator John Thompson and its final assembly had to be completed in England by the Osella race mechanics before qualifying began. Chassis 02 and 03 differed in the exhaust layouts: respectively the pipework goes over and under the rear suspension. The original drawings for the suspension called for assymetrical mountings of the front coil sping/shock absorber units above the driver's knees, but on Thursday 03 was modified to "symmetrical" specification in order to improve the suspension travel on compression and rebound. On Friday Southgate returned to his original layout to ensure greater rigidity, but this is regarded as just a temporary "fix". On the first day of qualifying both cars has serious fuel pick-up problems: surprisingly these had not previously been apparent, because the fuel system (like some other parts of the car) is a well-tested Alfa Romeo component: only Ghinzani was destined to qualify.

17
PIRELLI
Newsweek

RAM MARCH-COSWORTH

RAM01/3 : Kenneth
Acheson (GB)
RAM01/2 : T-car

With the welcome support of his long-time sponsor RMC, F2 driver Kenny Acheson will be taking over the RAM01 until the end of the season: team owner John MacDonald has been warned by FISA that the Ulsterman (the team's fourth driver this year) is the last name acceptable under the team "stability" rules. Stepping into the shoes of Eliseo Salazar, Jacques Villeneuve and Jean-Louis Schlesser (all of whom have consistently failed to qualify this year) was hardly a comfortable start for Kenny. Since Detroit, however, the car's bodywork has been redesigned, with the side pods shortened and the water radiators mounted just ahead of the rear suspension. There are grilles (no air boxes) on the engine cover. As expected, F1 first-timer Acheson failed to qualify.

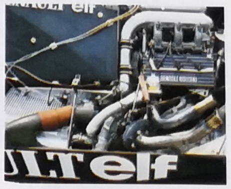
TYRRELL-COSWORTH

011/5 : Michele
Alboreto (I)
011/6 : Danny Sullivan
(USA)
011/4 : T-car

No change on the increasingly dated 011, which debuted at Silverstione in'81. Tyrrell designer Maurice Phillippe says that his new car, the 012, is unlikely to be ready for another month.

RENAULT

RE40/05 : Alain Prost (F)
RE40/04 : Eddie
Cheever (USA)
RE40/03 : T-car



Both "race" cars had been rebuilt for Silverstone on new chassis, similar in construction (including the proportion of carbon fibre) to the monocoque of 03 but saving 10 kg per car in all-up weight. The Renaults again sport the original "smoke stack" exhaust pipes instead of the "one-into-four" low-level arrangement which was declared legal after two protests. According to Renault, the original system has been readopted because it was found that the "four pipe" engines were overheating during tests at Hockenheim. It is understood, however, that the Brabham team has been preparing its case for another protest against the "spaghetti" exhaust, with some sophisticated political as well as technical arguments. On Thursday the RE40s were fitted with a new type of turbocharger, in order to give more qualifying boost.

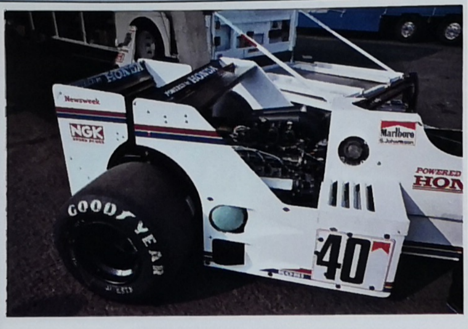
TOLEMAN-HART

TG183B/04 : Derek
Warwick (GB)
TG183B/03 : Bruno
Giacomelli (I)
TG183B/02 : T-car

There was a new chassis (04) for Warwick, incorporating some new techniques in the use of carbon fibre. His previous race car has now become the spare (its predecessor was left at the factory). For the first time all three Tolemans were fitted with the latest twin-plug version of Brian Hart's 415T engine (as used by Warwick alone in recent races), while the chassis have been modified to a new and much-anticipated aerodynamic set-up. Outwardly this doesn't look much different, but the nose is narrower (140 cm instead of 150), and the aerodynamic profile now starts behind the level of the nose proper. The front wing is now much smaller, using two mini-wings on each side. The object of these changes (more top speed) seems to have been achieved, and for the first time this year Warwick was genuinely satisfied with his car. Finally, the suspension wishbones have been strengthened all round.

British Grand Prix
FLY saudia
benetton

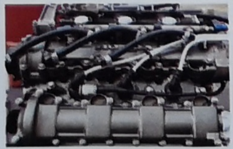
Cockpits



SPIRIT-HONDA

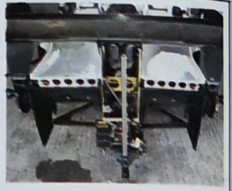
201C/02 : Stefan Johansson (S)
201C/01 : T-car

After a brief but exciting F1 debut at the Race of Champions in April, Silverstone was the championship debut of the Honda-engined Spirit. A second chassis, with numerous lightweight parts (including some in titanium), had been made, saving over 30 kilos, but the new car is still basically last year's F2 monocoque, and it weighs in at a hefty 570 kg. Looking particularly small, it was expected to make a pitstop due to its restricted 130 litres fuel capacity. Both cars had conventional rocker-arm suspension at front and rear, but they had different aerodynamic set-ups: the newer chassis was fitted with a single rear wing and Ferrari-type side extensions, while the original still had the twin-wing arrangement seen in private tests and at the RoC. When the T-car was pressed into use on Thursday, however, the twin-wings were soon removed in favour of the conventional set-up. Mechanically, one of the most interesting features of the KKK-turbocharged Spirit's 1.5-litre V6 engine (the factory code is B7LE) was the fuel injection system. Unlike the injection used by any other racing team, the Honda appears to be completely electronic, with no apparent high pressure pump. Mysteriously, this would normally be expected to be adequate for an engine running at up to 9000 rpm, but the Honda has a rev limit of over 11,00 rpm. A supplementary electronic system of conventional type is used for the ignition. It is significant that Johansson qualified the heavy (600 kg) T-car, which the team decided to race because of repeated problems with the ignition on the later chassis.

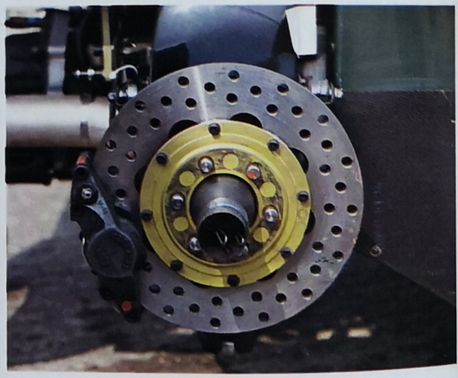


THEODORE-COSWORTH

183/16 : Roberto Guerrero (COL)
183/18 : Johnny Cecotto (YV)
183/17 : T-car



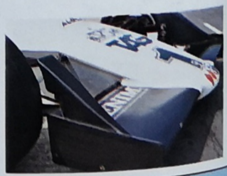
Guerrero's car had been slightly changed for Silverstone with wider front suspension, a shorter (by one inch) wheelbase and narrow rear suspension. It also had a completely flat rear wing and some "add-on" triangular baffles, fabricated from aluminium, to channel the air through the side pods towards the radiators. Using a standard car with conventional rear wing, Cecotto failed to qualify.

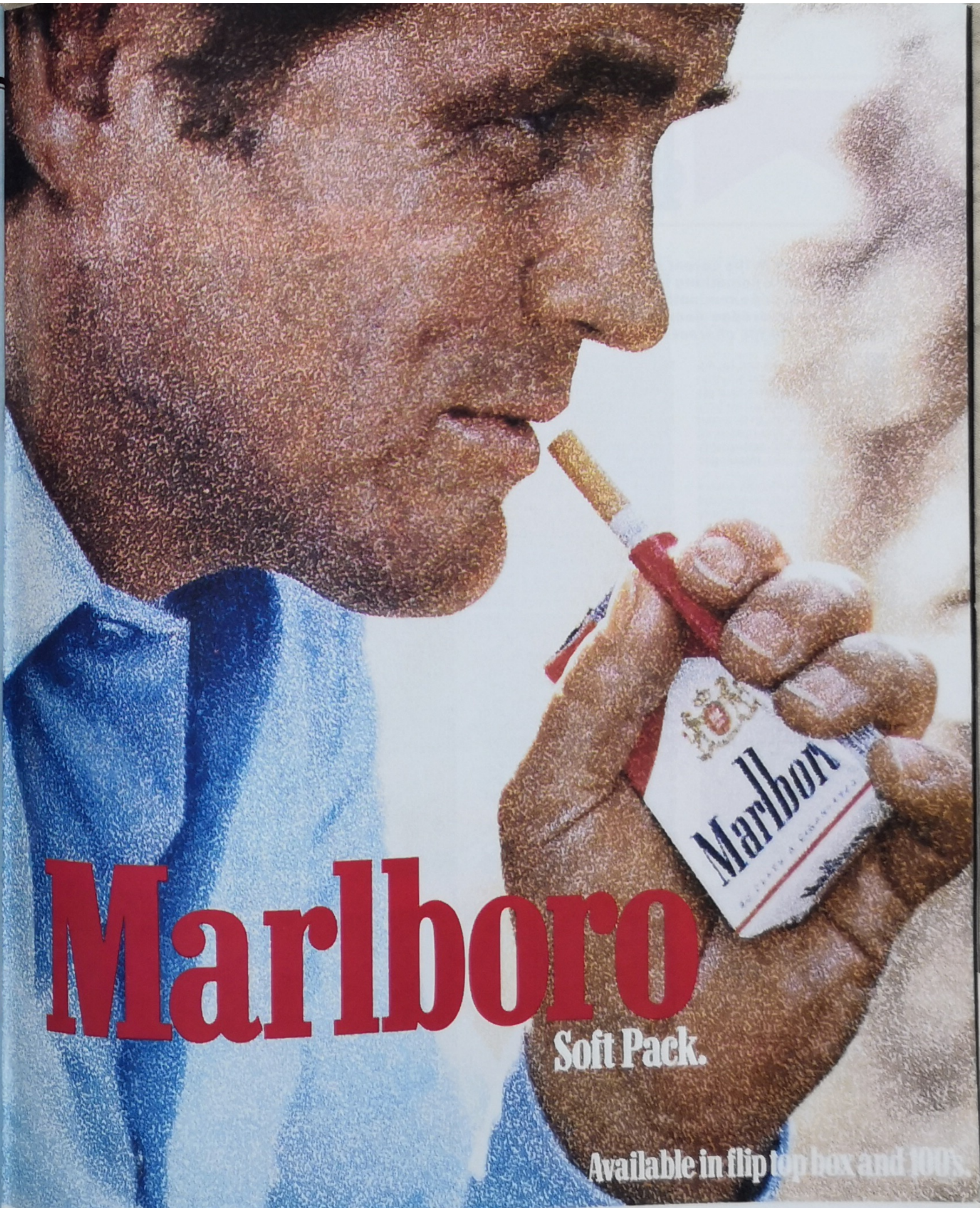


WILLIAMS-COSWORTH

FW08C/07 : Keke Rosberg (SF)
FW08C/08 : Jacques Laffite (F)
FW08C/09 : T-car

The FW08C specification now incorporates AP-manufactured front brake calipers: also being tried were unusually thin rear brake discs with 48 holes drilled in each. Also tested (but not raced) were conical front wheel fairings, mounted at the end of the front flaps. It appears increasingly likely that a Honda-engined Williams turbocar will be tested during the next few weeks.





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Marlboro British FORMULA 3 CHAMPIONSHIP

Sponer or later in the career of every sportsman, he has to face up to something far more searching than a straightforward examination of his courage or ability. He has to dredge deep into the depths of his psyche and put his *character* to the test.

In recent weeks and for different reasons, both Ayrton Senna and Martin Brundle have submitted to this traumatic scrutiny. In different ways, both have emerged with their reputation and personality subtly modified, yet intact and enhanced.

The first watershed for both drivers occurred in the tenth round of the Marlboro British Formula 3 Championship at Silverstone in early June.

At this point in the 20 race series, Senna was confidently nursing a 100 % winning record and a massive points advantage. The series, and a guaranteed future in Formula 1 seemed to be his for the taking. In the whole history of British Formula 3 competition, nobody had ever compiled such a dazzling run of success, and Senna's name was on everyone's lips.

Brundle, by contrast was wracked with self doubt. He had spent the first half of the season eating Senna's dust, and it was a diet which in no way agreed with him. But with all the evidence to the contrary, he still harboured a deep conviction—a conviction which he was determined to translate into reality—that he could beat Senna on level terms. Silverstone, he told himself and anyone else who would listen, was going to be the show-down.

By chance, Silverstone was also a round of the Euro F3 series, which meant that drivers could abandon the Avon 'control' tyres of the Marlboro series (and the points of course) and pitch their skills against the best of the Europeans. Neither Senna nor Brundle could resist the challenge, Senna because he could hardly afford to be beaten under any circumstances by anyone (fame and success carry their own particular burden) and Brundle because he has everything to gain and nothing to lose. In different ways, as we said, the choice was forced upon them both.

So the die was cast.

First bad news for Senna was that Brundle pipped him for the pole, and only one other person, David Leslie, had done that this year. Then, probably as a result of choosing the wrong tyre compound, the brilliant Brazilian spun out of third place in the race and in his desperate bid to recover from seventh, crashed heavily out of contention at Woodcote. Brundle meantime fought off an early challenge from the constantly improving Johnnie Dumfries, and took a commanding flag to flag victory.

In the Marlboro race-within-a-race, Brundle's team-mate, GPI's Allen Berg, qualified fastest and scored *his* first victory of the season. This indeed was pretty newsworthy stuff. Had the mould finally been broken? Would the pattern be repeated at the following round at Norfolk's Cadwell Park?

Cadwell attracted a shamefully poor entry, and that was decimated still further when Senna—yes, I'm serious, *Senna*—effectively wrote his car off in practice. Since the Marlboro regulations prohibit the use of spare cars, that was the end of that. Brundle once again won with ridiculous ease, and was understandably diffident about it all.

"That has to be the most hollow victory of my career" he said, clearly embarrassed by it all and wondering what value a victory against a field of just eight cars might be worth in the scheme of things. (OK, ten championship points, if you take the cynical view.) "I reckon I'd have beaten Ayrton anyway, but this was all a bit of a nonsense," was how he summed it up.

(Berg had a miserable weekend, crashing in practice and the race, and coming down very rapidly indeed off his Silverstone 'high'.)

So, on to round twelve at Snetterton, the last chance for anyone to enhance their position in the championship before the major event of the year, the supporting race at the Marlboro British Grand Prix.

By now, the pressure appeared to be getting to Senna. Not happy with his car in practice, he once again qualified behind Brundle and the surprise pole position man, Dumfries.

However, Dumfries' luck has not been of the best this year (he was cruelly robbed of a top three placing after an inspired drive in the Euro round) and he failed to take his place on the grid because of mechanical problems. Once again, it was to be a straight fight between the championship leaders. Brundle got the jump at the start, with Senna lurking ominously in his wake. For over half the race, they held high speed station, never much more than a second apart and with Davy Jones in equally close attendance in third place. If Senna was going to do anything, he was making no move. Until the last quarter of the race, that is. Relentlessly, he closed Brundle down and began feinting to left and right of the blue car ahead. Brundle held his ground. With less than four laps to go, Senna made his bid. Brundle resisted, their cars touched, and for the third time in three races, Senna's challenge ended in a pile of twisted metal. There was an endless Steward's enquiry into Brundle's driving tactics which rightly came to nought (an event, I hasten to add, which was not instigated by Senna or his team), but the atmosphere was distinctly soured by the day's events. The upcoming Grand Prix meeting at Silverstone had all the makings of a classic grudge match.

DUNLOP
DUNLOP
DUNLOP

THE ELITE MOTOR SPORTS MAGAZINE
Grand Prix INTERNATIONAL
UNIPART
5
Allen Berg
Strata Investments Calgary

YOKOHAMA
Marlboro European F3

In the event, it produced something less than a landmark contest. First practice belonged to Brundle and Berg, but Senna just managed to squeak onto pole in the second session. As ever, both Brundle and Senna knew that getting into the first corner first would probably determine the outcome of the race, and so it proved. By a whisker, Senna made it through in the lead, and after that he needed no second bidding. On this occasion, he didn't put a wheel wrong, more than compensating for this intemperate performance at the earlier Silverstone meeting, and laying it on the line for all the F1 team managers who were hanging over the pit rail and studying form.

Are we then back to something like the status quo of the earlier part of the season? It would still be a bold man who would bet against Senna for the Marlboro title. His points lead may not be what it was, and he has shown—thank God—that he can be both rattled and beaten. That makes him as frail and human as the rest of us, and the better for it. But the Grand Prix race confirmed that he also has the strength of personality to benefit from a series of reverses and yet still come back to winning form.

In Brundle's case of course, the shoe is now on the other foot. More than anything in his racing career to date, he desperately wanted to win again at Silverstone, and he was clearly depressed at not doing so. But I suspect that the experience will sharpen his resolve and competitive edge rather than drive him to despair. ***Noël Scholey***

MARLBORO BRITISH
FORMULA 3 CHAMPIONSHIP

Points after 13 rounds

1	Ayrton Senna	99
2	Martin Brundle	79
3	Davy Jones	45
4	Calvin Fish	38
5	Allen Berg	21
6	Mario Hytten	20
7	David Leslie	10
8	Eric Lang	7
	Tony Trevor	7
	Johnnie Dumfries	7

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5. BASEBALL SHIRT £12.99
100% Polyester, in white with navy trim or navy with white trim and small embroidered BRABHAM logo on left front.

6. JACKET/WAISTCOAT £25.75
Medium Weight. Black polycotton chintz with embroidered logos back and front. This jacket also has detachable sleeves and can be worn as a waistcoat.

7. SATIN JACKET £18.50
Lightweight. Red nylon satin with black embroidered logo and contrasting edge ribbing.

8. SWEATSHIRT £7.50
In grey with discreet embroidered logo.

ALL GARMENTS ARE PRICED IN POUNDS STERLING.

9. SKI JACKET £23.99
The best seller of our entire range. Polycotton chintz and 6oz polyester fill with TAG TECHNIQUES D'VANT GARDE, WILLIAMS, DENIM and SAUDIA embroidered logos.

10. SATIN JACKET (Lightweight) £18.50
White nylon satin with TAG WILLIAMS and SAUDIA embroidered logos.

11. POLO SHIRT £9.50
100% cotton knitted fabric and discreet TAG WILLIAMS embroidered logo.

12. SWEATSHIRT £7.50
Bottle green with ALBILAD or TAG embroidered logo.

13. SWEATER £15.25
Machine washable 100% Lambswool with embroidered TAG WILLIAMS logo.

ORDER FORM

GARMENT	SIZE	QUANTITY	COST

SIZES: S (34-36) M (36-38) L (40-42) XL (42-44) XXL (44-46)
Jacket only available up to XXL

TOTAL VALUE

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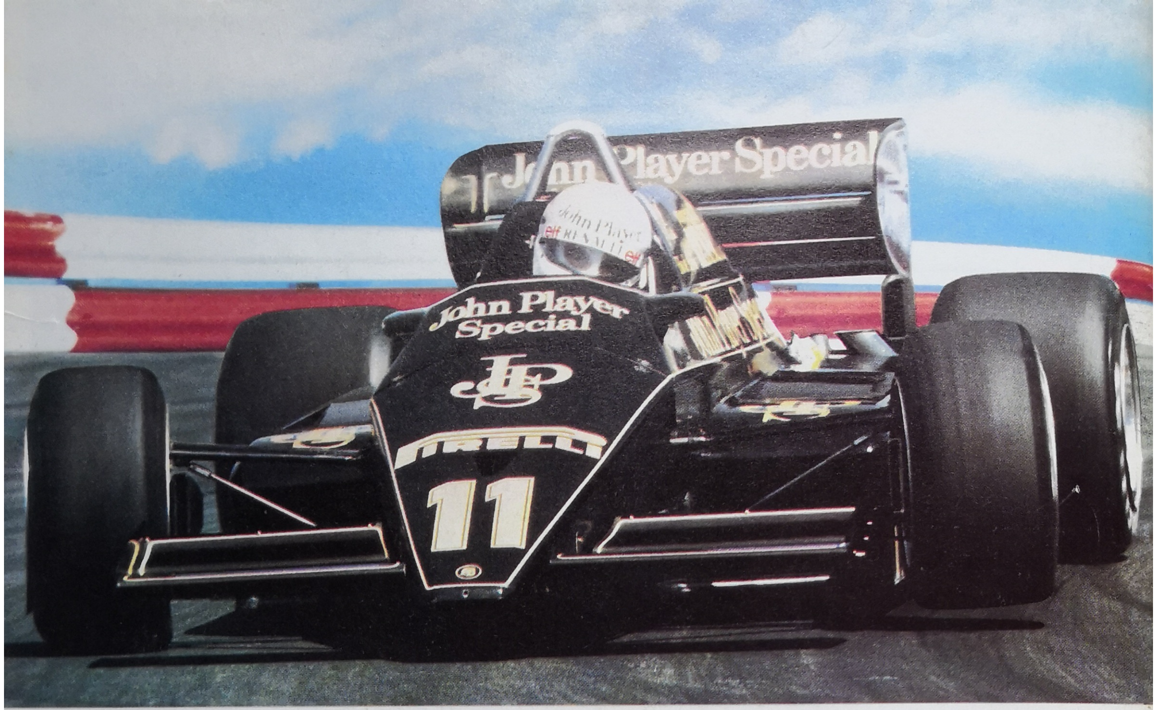
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